

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 6005

號九十月正年元統宣

FRIDAY, FEBRUARY 19, 1909.

五拜禮

號九十月二英港香

\$50 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$14,000,000
Sinking \$15,000,000 at 5% = \$15,000,000
Silver \$14,000,000
RESERVE LIABILITY OF PROP'YORS \$15,000,000

COURT OF DIRECTORS:
R. Shallen, Esq., Chairman.
Hon. Mr. W. J. Gresson—Deputy Chairman.
E. G. Barrett, Esq., R. Shewan, Esq.,
G. F. Ireland, Esq., H. A. Siebs, Esq.,
O. S. Gubbay, Esq., H. M. Mr. H. A. W.
W. Helms, Esq., Slade,
O. R. Lennemann, Esq., H. K. Tomkins, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
Shanghai—W. ADAMS ORAM.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4½ per Cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 3rd February, 1909. [20]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND.

NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED.

THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2½ per cent. on daily balances and accepts Fixed Deposits at the following rates:
For 12 months 4½ per cent. per annum.
" 6 " 3½ " " " "
" 3 " 2½ " " " "

No. 9, Queen's Road Central, Hongkong.

W. M. ANDERSON,
Manager.
Hongkong, 8th April, 1908. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL \$1,200,000
RESERVE FUND \$1,250,000
RESERVE LIABILITIES OF PROPRIETORS \$1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2½ per cent. per annum on the daily balance.

On Fixed Deposits for 12 months, 4½ per cent. " 6 " 3½ " " " " " 3 " 2½ " " " "

JOHN ARMSTRONG,
Manager.
Hongkong, 13th May, 1908. [22]

NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000).
RESERVE FUND FL 5,752,884.84 (about £470,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Rangoon, Samarang, Sourabaya, Oberboon, Tegal, Pecalongan, Pasuruan, Tjilatjap, Padang, Medan (Deli), Palembang, Kotabradja (Achoon), Bandjermasin.

Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED:
On Current Accounts 2½ per annum on daily balances.

Fixed Deposits 12 months 4½ per annum.
" 6 " 3½ " " " "
" 3 " 2½ " " " "

J. L. VAN HOUTEN,
Agent.
Hongkong, 16th July 1908. [29]

Banks.

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP Yen 24,000,000
RESERVE FUNDS " 15,100,000

Head Office—YOKOHAMA.

Branches and Agencies:
TOKIO, OHEFOO,
KOBE, TIENSIN,
OSAKA, PEKIN,
NAGASAKI, NEWCHANG,
LONDON, DALNY,
LYONS, PORT ARTHUR,
NEW YORK, ANTON,
SAN FRANCISCO, LIOYANG,
HONOLULU, MOKDEN,
BOMBAY, TIE-LING,
SHANGHAI, CHANG-CHUN,
HANKOW.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent. per Annum on the daily balance.

On fixed deposits:
For 12 months 5½ p.a.
" 6 " 4½ " "
" 3 " 3½ " "

TAKAO TAKAMICHI,
Manager.
Hongkong, 12th September, 1908. [17]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager.
Hongkong, 12th January, 1907. [21]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—Sh. Tael 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:
Berlin, Calcutta, Hamburg, Hankow,
Kobe, Peking, Singapore, Tientsin,
Tientsin, Tientsin, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank),
Direction der Disconto-Gesellschaft,
Deutsche Bank,
S. Bleichroeder,
Berliner Handels-Gesellschaft,
Bank fuer Handel und Industrie,
Robert Warshawsky & Co.,
Mendelssohn & Co.,
M. A. von Rothschild & Soehne, Frankfurt a/M.,
Jacob S. H. Stern,
Norddeutsche Bank in Hamburg, Hamburg,
Snl. Oppenheimer Jr. & Co., Koeln,
Bayerische Hypothek und Wechselbank, Muenchen.

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Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	DELTA	Daylight, 20th Feb.	Freight and Passage.
	Capt. W. H. B. Snow		
LONDON, &c. via usual Ports	BRITANNIA	Noon, 20th Feb.	On Special Arrangement.
	Capt. S. Barcham		
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	MALTA	About 24th Feb.	Freight and Passage.
	Capt. W. F. Crossley		
SHANGHAI, KOBE, MOJI, & YOKOHAMA	PALMA	About 1st Mar.	Freight only.
	Capt. G. W. Cockman, R.N.R.		

For Further Particulars, apply to E. A. HEWETT, Superintendent.

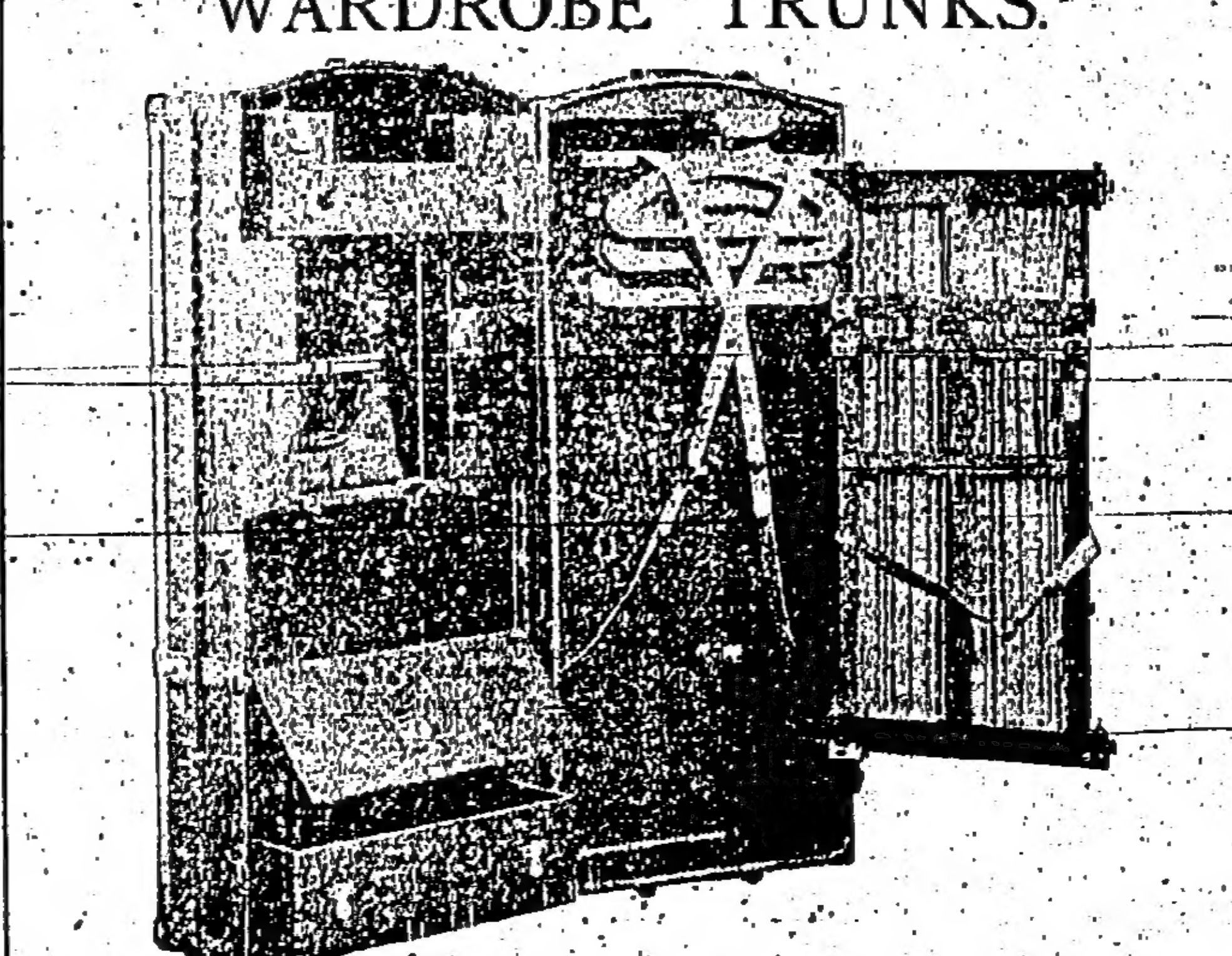
Hongkong, 18th February, 1909. [14]

Intimations.

LANE, CRAWFORD & CO.

NEW STOCK OF TRAVELLING REQUISITES.

WARDROBE TRUNKS.



LANE, CRAWFORD & CO. [20]

V. O. S.

EXTRA SPECIAL FINEST LIQUEUR

ARE THE BEST WHISKIES OBTAINABLE.

CALDBECK, MACGREGOR & CO.

15, Queen's Road Central.

Hongkong, 28th January, 1909. [31]

Hotels.

HOTEL PLEASANTON,

No. 17, Water Street, Yokohama.

FIRST CLASS PRIVATE HOTEL—Newly Opened and Furnished Suites or Single Rooms, Private Baths, Modern Sanitary Fittings, Electric Light, Up-to-date Appointments, Renowned Cuisine, Dark Room for Photographers. Charges Moderate.

HENRY LUTZ,
MANAGER.

Hongkong, 16th Feb., 1909. [26]

HOTEL CRAIGIEBURN.

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS. Tel. 56.

For Terms, &c., apply to the MANAGER.

Hongkong, 22d July, 1900. [27]

Shipping—Steamers

HONGKONG, CANTON, MACAO

AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,365 Tons, "FATSHAN" 2,365 Tons, "KINSHAN" 1,995 Tons.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), and 10 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M. and 5.15 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "SUI-TAI" 2,265 Tons and "SUI-AN" 2,265 Tons.

Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

CANTON-MACAO LINE.

S.S. "HOI SANG."

Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.

Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAIJAM," 588 Tons, and "NANNING," 566 Tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M.

Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

EXCURSION TO MACAO.

On SUNDAY, 21st February.

S.S. "SUI-AN"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

Departure from Macao at 5 P.M.

Popular Excursion Rates as usual.

S.S. Sui Tai will not run on Sunday, 21st inst.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,

HOTEL MANSIONS, (FIRST FLOOR),

opposite the Hongkong Hotel. [3]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

String Band play during Tiffin and Dinner.

A. F. DAVIES,
Manager. [25]

GRAND CARLTON HOTEL.

"THE TOPIC OF THE TOWN."

Feed at the Carlton if you want to get an excellent Meal.

On and after 1st February next, we are prepared to cater Breakfast, Lunch and Dinner for \$45/- per month.

Outdoor catering a speciality.

For further particulars, apply MANAGER.

Hongkong, 30th January, 1909. [15]

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)

QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.

Under Personal Supervision of

L. GAMEAU, N. BLUMENTHAL,

Proprietor. Manager.

Telephone, 170. Telegrams, "Astor." [24]

Mails.

NORDDEUTSCHER LLOYD,

BREMER.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG "PRINZ REGENT LUITPOLD" WEDNESDAY, 24th February, Noon.

MANILA, YAP, NEW GUINEA, BRISBANE, SYDNEY and MEL. "MANILA" THURSDAY, 25th February, 5 P.M.

SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA "KLEIST" About THURSDAY, 25th February.

KUDAT and SANDAKAN "BORNEO" Beginning of March.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 15th February, 1900.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL. TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA, NAGASAKI, and MANILA 1st March, P.M.

MARSEILLES, via PORTS 2nd March, at 1 P.M.

SHANGHAI, KOBE, YOKOHAMA, NAGASAKI, and MANILA 15th March, P.M.

MARSEILLES, via PORTS 16th March, at 1 P.M.

Transhipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 30 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 16th February, 1900.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BRAD", 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN", 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its berth in Canton opposite Shamoon.

For further particulars, please apply to the COMPANY'S OFFICE at Shamoon, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1900.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WU-LOU LINE.

THE Steamers "LINTAN" and "SAN-UI" SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.

These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS,

WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 9th March, 1900.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugs are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

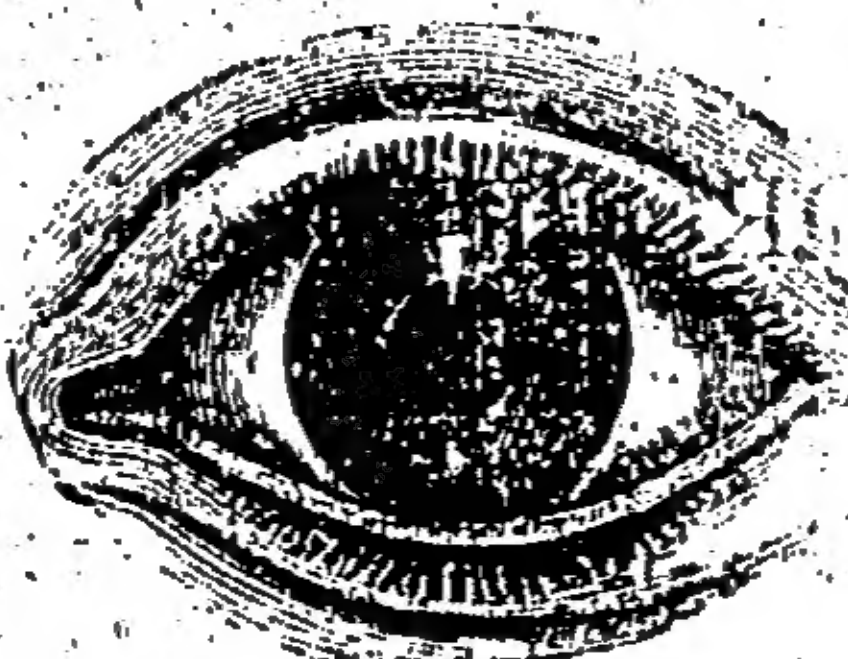
Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Soetts,

A. 1, and Watkins.

Yokohama, May 23rd, 1905.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,

CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON,

1, John Street, Bedford Row, W.C.

CALCUTTA,

53, Bechook Street

SHANGHAI,

566, Nankang Road

PHILATELIC NOVELTY PRESENTS.

BAGS OF USED POSTAGE STAMPS.

Containing:

All Asiatic Stamps. 4,000 for \$8.00
3,000 " 7.00
2,000 " 5.00
1,000 " 3.00
500 " 1.00

All Chinese Stamps. 4,000 for \$4.50
3,000 " 3.50
2,000 " 2.50
1,000 " 1.50
500 " 1.00

Also Stamps in Packets and Sets, and other Philatelic Requisites at prices to suit everybody.

VIEW POSTCARDS, ALBUMS, HINGES, RELIEF SCRAP, MANILA CIGARS AND CIGARETTES, &c., &c., &c.

Inspection invited.

GRACA & Co., No. 27, Des Vaux Road.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 9.30 a.m. ... Every 10 minutes
9.30 a.m. to 11.00 a.m. ... Every 15 minutes
11.30 a.m. to 12.45 p.m. ... Every 15 minutes
12.45 p.m. to 1.15 p.m. ... Every 10 minutes
1.15 p.m. to 1.45 p.m. ... Every 15 minutes
1.45 p.m. to 2.15 p.m. ... Every 10 minutes
2.15 p.m. to 3.00 p.m. ... Every 15 minutes
3.30 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 5.30 p.m. ... Every 10 minutes

NIGHT CARS.

8.45 p.m. and 9 p.m. ... 9.45 p.m. to 11.15 p.m. every half hour.

SUNDAY.

8.00 a.m. to 2.00 p.m. ... Every 15 minutes
2.00 a.m. to 3.30 a.m. ... Every 30 minutes
10.30 a.m. to 10.30 a.m. ... Every 15 minutes
10.30 a.m. to 11.00 a.m. ... Every 10 minutes
11.45 a.m. to 12.00 noon ... Every 15 minutes
12.00 noon to 1.00 p.m. ... Every 10 minutes
1.00 p.m. to 5.00 p.m. ... Every 15 minutes
5.00 p.m. to 6.00 p.m. ... Every 10 minutes
6.00 p.m. to 7.00 p.m. ... Every 15 minutes
7.00 p.m. to 8.00 p.m. ... Every 10 minutes

NIGHT CARS on Week Days.

SATURDAY.

Extra cars at 1.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDING, Des Vaux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 4th June, 1907.

THE DAIRY FARM CO., LTD.

FINE FRESH

AUSTRALIAN BUTTER,

72, 75 and 85 cents a lb.

Sold in 1 lb. puts to suit convenience of customers. Hongkong, 2nd February, 1900.

HARBOUR MASTER'S DEPARTMENT.

No. 99.

IT is hereby notified that information has been received from the Military Authorities that GUN PRACTICE will be carried out as usual.

On TUESDAY, the 23rd February:—

From Western F.C. Belchers and Stonecutters in a South-Westerly to Westerly direction, at ranges up to 10,000 yards, commencing at 10.30 A.M., and finishing at 2 P.M.

From Stonecutters in a Westerly direction, at ranges up to 6,000 yards, commencing at 3 P.M., and finishing at 5 P.M.

On THURSDAY, the 25th February:—

From Lyemna F.C. in a South-Easterly direction, at ranges up to 14,000 yards, commencing at 11 A.M., and finishing at 10 P.M.

If the weather is unfavourable on any of the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the ranges.

BASIL TAYLOR,

Commander, R.N., Harbour Master, &c.

Hongkong, 12th February, 1900.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEE.

Consultation Free.

Hongkong, 20th June, 1904.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the AMERICAN SYSTEM OF DENTISTRY

11, QUEEN'S ROAD CENTRAL, From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1905.

NIGERIA FIGHTING.

ATTACK ON THE ANGLO-GERMAN COMMISSION.

The Colonial Office has received from Lieut. Col. Whitlock, the British representative on the Anglo-German Commission which is endeavouring to agree on a boundary between the German Kamerun and Southern Nigeria, news of what appears to have been a "borderline" sharp encounter between the demarcation party and the natives, resulting in about 25 casualties.

The telegram does not go much into detail, and, unless further serious trouble is encountered, the Government would not expect in the ordinary way to get anything like full particulars pending the receipt of a mailed dispatch, which would take about 20 days to reach London from the coast, to say nothing of the down-country journey to Lagos.

As, however, the cablegram makes mention of the dangerous wounding of the German Commissioner, Lieut. Stephens, and of casualties to two non-commissioned officers of the German escort, it is presumed that the brunt of the trouble fell upon the German party, and that as British casualties are not mentioned none occurred. If the casualties recorded are joint casualties some mention of the British losses in the dispatch would have been looked for.

A SURPRISE ATTACK.

The news of trouble came largely as a surprise, but the precaution had been taken of sending a strong escort with the Commissioners. With the Manshi people, who are located near the boundary line, trouble might have possibly arisen and the Dry Season Patrol, which is practically an exploring party, might have encountered opposition but the Government dispatch expressly declares that neither the Manshi nor the patrol were involved in the affair which affected only the Boundary Commission.

Between Northern Nigeria and the Kameruns the boundary has been fixed, while that between Southern Nigeria and the Kameruns has been roughly agreed on as a straight line. The object of the Joint Commission was to make such adjustments of this line as local geographical features or the distribution of tribes might suggest.

COUNTRY PRACTICALLY UNKNOWN.

Two-thirds of this line had been adjusted without any sign of trouble arising, but the country is practically unknown to Europeans south and west of Jola. The party had apparently got over about 60 miles of the last stage of their work, and were about midway in what proved to be an inhospitable tract when they were attacked.

The fighting took place during Christmas week, and the casualties all told were five killed and 19 wounded. The tribesmen have been repelled and have retired to the hills, while the delimitation party has been reinforced.

Col. Whitlock left England last summer to carry out, in conjunction with the German Commissioner, a second year's delimitation work on the boundary between Nigeria and the Kameruns, adds Reuters. Proceeding via the Niger and the Benue, the British Commissioners met their German colleagues near Takum, at which point the new season's work was to begin.

In a letter received by Reuters dated from that place on 19 Nov. Col. Whitlock said that the Commissioners were hard at work, but they had been much hampered owing to heavy floods. The telegram now to hand shows that the Commissioners have progressed with their work (for Sokkwalla, whence the telegram was dispatched, is 50 miles further along the boundary).

No anxiety is felt regarding the position of the Commissioners; as the force with them is quite sufficient to secure their safety, and in any case troops can easily be hurried up from the South if Col. Whitlock informs the Lieutenant-Governor of Southern Nigeria that this is necessary.

Besides Col. Whitlock's troops there were at Sokkwalla Lieut. von Stephane, the German Commissioner, two German non-commissioned officers, 40 troops, and a Maxim gun.

Intimations.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD., have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong, 6th January, 1900.

F. BLACKHEAD & Co., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG, SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR HARTMANN'S RAHTIEN'S GENUINE COMPOSITION—RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUOR SOOTH WHISKY, &c.

EVERY KIND OF SHIPS STORES AND REQUISITES ALWAYS IN STOCK AT REASONABLE PRICES.

Hongkong, 17th March, 1900.

WEATHER-FORCAST AND STORM WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here;—

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.
2. A CONE point upwards and D.H.M. below indicates a Typhoon to the North-East of the Colony.
3. A DRUM indicates a Typhoon to the East of the Colony.
4. A CONE point downwards and DRUM below indicates a Typhoon to the South-East of the Colony.
5. A CONE point downwards indicates a Typhoon to the South of the Colony.
6. A CONE point downwards and BALL below indicates a Typhoon to the South-West of the Colony.
7. A BALL indicates a Typhoon to the West of the Colony.
8. A CONE point upwards and BALL below indicates a Typhoon to the North-West of the Colony.

Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock.	Aberdeen.
Waglan.	Sau Ki Wan.
Stanley.	Sai Kung.
Cape Collinson.	Sha Tau Kok.
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal, from the light-houses.

T. G. FERGUSON, Director.

Intimation.

Powell's
28, Queen's
Road.

GENTLEMEN'S
OUTFITTING
ESTABLISHMENT.

New
Neckwear.

Silk Knitted,
Crêpe de

Chine,

Foulard, etc.,

in
Exclusive Designs.

Fownes's
Gloves,

in

Reindeer,

Suede,

Chamois,

and

Dogskin.

Tweed Hats,
Latest Shapes.

POWELL'S
ALEXANDRA
BUILDINGS.

Hongkong, 15th February, 1909.

Public Companies.

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY MEETING of the SHAREHOLDERS in this Corporation will be held at the City Hall, Hongkong, TOMORROW, the 20th day of February, 1909, at Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 31st December, 1908.

By Order of the Court of Directors,
J. R. M. MITH,
Chief Manager.
Hongkong, 19th February, 1909. [157]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER OF SHARES of the Corporation will be CLOSED from TUESDAY, the 9th instant, to SATURDAY, the 20th instant, (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 5th February, 1909. [147]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held in the Offices of the Company, Queen's Buildings, New Praya, on MONDAY, the 22nd February, 1909, at 12 o'clock noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from the 8th to the 22nd February, both days inclusive.

By Order of the Board of Directors,
THOS. L. ROSE,
Secretary.
Hongkong, 27th January, 1909. [123]

THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE.

NOTICE is hereby given that an EXTRA-ORDINARY MEETING of the above-mentioned Company will be held at its Registered Office, Nos. 9 to 17 Pedder Street, Victoria, Hongkong, on FRIDAY, the 26th day of February, 1909, at 12.30 P.M. for the purpose of considering and if thought fit passing the following Resolutions—

1. "That the capital of the Company be increased to \$1,000,000 by the creation of 8,000 additional shares of \$50 each ranking for dividend and all other respects pari passu with the existing shares in the Company."

2. "That the said 8,000 additional shares be offered in the first instance at par to all members of the Company registered as shareholders on the First day of March, 1909 in the proportion of two new shares for every three original shares held by them and upon the footing that fifty per cent of the full amount of each new share taken up shall be paid to the Company on acceptance of the offer and that such offer be made by notice specifying the number of shares to which the member is entitled and limiting a time within which the offer if not accepted by payment will be deemed to be declined and that the directors be empowered to dispose of the shares not taken in response to such offer as they consider expedient in the interests of the Company."

By Order of the Board of Directors,
C. MOONEY,
Secretary.
Hongkong, 13th February, 1909. [181]

HONGKONG ROPE MANUFACTURING CO., LD.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Company's Office, No. 5, Queen's Road Central, Victoria, on SATURDAY, 27th February, 1909, at Noon, for the purpose of receiving a Statement of Accounts and the Report of the General Manager for the year ending 31st December, 1908, and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from THURSDAY, the 25th of February, to SATURDAY, the 27th February, both days inclusive.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 12th February, 1909. [179]

HONGKONG ICE COMPANY, LIMITED.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS.

THE TWENTY-EIGHTH ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Company's Office, No. 5, Queen's Road Central, Victoria, on THURSDAY, the 4th March, 1909, at 12 o'clock noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from 19th February to 4th March, both days inclusive.

By Order,
G. PEMBERTON,
Secretary.
Hongkong, 13th February, 1909. [180]

THE CHINA FIRE INSURANCE CO., LIMITED.

THE FORTIETH MEETING OF SHAREHOLDERS.

THE FORTIETH MEETING OF SHAREHOLDERS will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 4th March, 1909, at 12 o'clock noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1908.

The TRANSFER BOOKS of the Company will be CLOSED from 19th February to 4th March, both days inclusive.

By Order,
G. PEMBERTON,
Secretary.
Hongkong, 13th February, 1909. [180]

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE.

12, D'AGUIAR STREET,
HONGKONG.

Hongkong, 15th February, 1909. [180]

SAD STORIES OF THE DRINK HABIT.

REVELATIONS MADE AT OFFICIAL INQUIRY.

Many pathetic and dismal stories of drunkenness are told in the minutes of evidence accompanying the important Blue-book on inebriate reform a summary of which we printed on Saturday.

Dr. H. W. Pooler, of Birmingham, told the committee of a certain man who was an official in a good and respectable position, and a man of very good family. "He is eccentric almost, but not quite, to the verge of insanity." After a good many warnings he was forced to leave his employment, as he could not be relied upon to do his work, and would not keep his books properly. He gets fits of violence occasionally, frightens his family very much. I believe the man is a highly intellectual man really, a fine musician; and I believe he would have remained a decent citizen if his case could have been dealt with earlier and he had been detained."

Another case described by the same witness is that of "the wife of a very respectable man, a works manager. The children, who are growing up now, have been driven from home because they cannot stand their mother's habits. I remember this woman as a most intelligent and intellectual woman, but now she is simply a disgrace to the neighbourhood, wandering about with filthy, dirty, ragged clothes, boots down at heel, and hair unkempt, an absolute disgrace to any neighbourhood."

DRINK AND DRUGS.

Dr. G. P. Bate, the medical officer of health for the borough of Bathna-green, tells of a medical man who was repeatedly brought to him or his son by the police. "He used to carry a laudanum bottle in his pocket, and get a drink, and have his bottle filled at the same time."

Lady Henry Somerset tells how she spent the whole night with a woman of 28, who was suffering from delirium tremens.

Another witness, Dr. J. Ford Anderson, tells of the case of a young man about 35, suffering from dipsomania, "an only son, with spells of sobriety lasting for twelve or eighteen months, when he is a paragon of domestic virtues and a good son, and never touches anything stronger than milk."

"Then he suddenly becomes restless, stays out at night, and soon becomes a curse to his aged father. He pawns everything he can turn into money, even to his artificial teeth, and borrows from the friends of his family, often with threats; and he stays away for days, and returns a wreck. He fits last for a few months, and he finally calms down, and resumes his quiet life."

"His father is a clergyman, and he is afraid to invoke the law in any way, and you cannot get the sanction of the patient himself to go to a home. So what can one do? He goes about with low company, and gets money from people and drinks with it, and is never sober while the fit lasts. That man ought to be in some way restrained from the beginning. He is as strong as a lion. What can one do in a case like that, a most difficult case? I have had several of a similar character."

SATURDAY NIGHT IN BIG CITIES.

A significant colloquy took place between Dr. H. W. Pooler (already mentioned) and the committee.

"Dr. Pooler: I do not think I would begin compulsory detention from the very earliest stage of a man getting drunk, possibly on Saturday nights, even if it was every Saturday night, else we should have a good proportion of our present population in the big cities in reformatories."

Chairman: You go so far as to say that, do you?—Witness: Yes; at least a great many of them round me are drunk every Saturday night, and are very respectable citizens all the rest of the week.

Witness: And earn very fair money.

Witness accepted a definition of this kind of excess as "convivial drunkenness," except in the quarrelsome cases. In these cases the family would resent the notion of petitioning to have them sent away.

Chairman: Because they are perfectly useful citizens during the week and are wage-earners?—Yes many of them.

Chairman: But they go on a weekly bout?—Yes.

Public opinion looks leniently on the Saturday drinking bout; is that it?—Yes, I am afraid a great many of them take it as their weekly pleasure.

Mr. Bramsdon: Is that peculiar to Birmingham?—No, I am afraid not.

Mr. Rose: Is the number diminishing amongst the artisan class—the weak and drinking man in your experience?—I think it would be hard to prove it, but I am under the impression that it is diminishing.

DRUNKEN MEN IN EVERY STREET.

Chairman: But you say it is very considerable?—It is.

In all the working-class districts of Birmingham do you find that?—It certainly is so in my district. You can hardly go down a street on a Saturday night without seeing two or three drunken men.

And women?—And women, too; but my experience is that the women are more apt to drink all the week round than the men, because the men are at work.

Mr. E. Haggall (the Metropolitan magistrate) gave evidence dealing with a kindred question—that of drinking on bank holidays.

In his experience a good many hard-working men went on the drink four times a year. On the morning after bank-holidays lots of perfectly good, hard-working men, and otherwise perfectly respectable women, were brought up.

"BLACK LIST" NO USE.

One very interesting point in the evidence is that which deals with the famous Drunkards' "Black List."

Superintendent Mulrany told the chairman that the list with photographs and particulars

was quite useless; he had never found it to be of any use.

Chairman:—You have never known an inebriate to be identified?—Witness: No, not by a policeman—not by a holder of a license—and I do not quite see how it is possible for them to do it; the photo is taken when the person is convicted, and he may go to another district on his release.

You look upon the system as more or less impracticable in London owing to the migratory condition of the people?—Yes, and the large area covered—for instance, in the case of a policeman here in Westminster with the description of some inebriate from Whitechapel, the possibility would be very remote of that person being recognized.

Dr. Brautwhait: I would like to put the question very clearly to you: are you not of opinion that the Black List arrangements as now carried out are quite worthless?—Most emphatically so.

So far as London is concerned?—Certainly.

Auction.

PONIES! PONIES! PONIES!

THE Undersigned will hold their Annual Sale of Race Ponies by Public Roup on under:—

on WEDNESDAY, the 24th February, 1909, at 3 P.M., opposite the City Hall.

About FIFTY LOTS. Catalogues will be issued.

Terms?—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 19th February, 1909. [186]

Intimations.

THE IMPERIAL COLONIAL CLUB.

THE above Club is formed chiefly for COLONIAL and OVER-SEAS MEMBERS; it is situated at No. 24, Piccadilly (the centre of Clubland), opposite the Green Park.

The Club has a Bridge Section, Reception, Dining, Billiard Room, Smoking Lounge, Reading Room and Library.

Ladies are eligible as Members.

Entrance Fee, Five Guineas, Annual Subscription, Five Guineas.

Further particulars from THE ORGANISING SECRETARY, 24, Piccadilly, W.

London, 19th August, 1908. [1769]

INTERNATIONAL SLEEPING CAR

and EXPRESS TRAINS Co.

(THE GREAT TRANS-SIBERIAN ROUTE TO EUROPE.)

HAVING been appointed AGENTS for the above Company, we shall be pleased to give any information as to rates of passage, &c., in connection with above.

SHEWAN, TOMES & Co. Agents.

Hongkong, 19th July 1909. [185]

FABST BREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES ALWAYS KEPT IN STOCK.

BY SIEMSEN & Co., Agents for HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907. [181]

O. C. MOOSA,

1 & 3, D'AGUIAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed

HATS, RIBBONS, FLOWERS,

FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS

IN VARIOUS COLORS.

MOUSQUETIERE GLOVES

IN WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSVAILINGS, VOILES, &c., &c.

LADIES' and CHILDREN'S UNDERCLOTHINGS.

Samples on application. Coast

Port orders carefully executed.

Hongkong, 20th September, 1908. [187]

GUNS.

DIRECT from the manufacturers at lowest prices. 1st-born Double Breakdowns from 300 each. Illustrated catalogue of latest models: Shot Guns, Combination Guns, Sporting Rifles, &c., post free. D. JAMES & REYNOLDS, George Street, Manchester, London, E.C. England. [189]

Intimation.

SAINT-RAPHAEL
TONIC, RESTORATIVE, DIGESTIVE WINE.
Very palatable.
Known throughout the world and prescribed in all cases of Anemia, Debility and Concomitance, to young women, children and the aged; invaluable in hot climates.
Dose: One wine-glass after the two principal meals.
Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:
(1) THE WARRANTY STAMP OF THE UNION DES FABRICANTS.
(2) A METAL SEAL advertising CLETEAS.
CLETEAS is a MELISSA and MINT cordial which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.
COMPAGNIE DU VIN SAINT-RAPHAEL, Valençay (Drôme-France).
SOLE AGENTS: MESSRS. J. & C. HOANGKONG.

Entertainments.

THEATRE ROYAL CITY HALL.

BY SPECIAL REQUEST.

THE HONGKONG AMATEUR DRAMATIC CLUB WILL PRESENT

A COUNTRY GIRL.

TO-NIGHT & TO-MORROW NIGHT.

18th and 20th February, 1909.

PRICES AS USUAL.

BOOKING at The Robinson Piano Company opens at 10 o'clock a.m.

on Friday, 12th February.

Hongkong, 19th February, 1909. [146]

ALEXANDRA CINE MATOGRAPH,

2, Zeland Street.

To-night & Every Night,

FAMILY PROGRAMME.

NO ARTISTES BUT ONLY THE LATEST

PATHE FILMS

ENTIRE CHANGE OF PROGRAMME

Every

MONDAY and THURSDAY.

These Films have never been shown in Hongkong by any other

Cine-matograph.

Programmes to be had at the door.

Hours from 9 to 11 p.m.

Hongkong, 28th January, 1909. [111]

For Sale.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGGE (TASTELSS) FORM.

A WONDERFUL DISCOVERY.

This is the greatest discovery of our time, which has been made by the late Dr. J. H. P. Drugg, of London, and is the result of his long and arduous researches into the nature of the human mind, and the power of suggestion.

The preparation is unquestionably one of the most powerful and reliable that has ever been discovered, and is the result of his long and arduous researches into the nature of the human mind, and the power of suggestion.

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To Let.

TO LET.

OFFICES and ROOMS on the 1st and 2nd Floors of No. 14, Des Voeux Road Central (formerly occupied by Messrs. S. S. & Co.).

No. 11 SEYMOUR ROAD (from 1st March, 1909).

Apply to—THE COMPTON DEPARTMENT, E. D. SASSON & Co., Queen's Road Central.

Hongkong, 16th February, 1909. [184]

TO LET.

A HOUSE in KNOTSFORD TERRACE, Kowloon.

Apply to—THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 12th February, 1909. [164]

TO LET.

THE FURNISHED FLAT on Top Floor of Messrs. Douglas

Intimation.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

TOBACCONISTS & CIGAR MERCHANTS.

TOBACCOS.

John Cotton's Nos. 1 & 2; Carven Mixture; Ardath Special Mixture; Black Cat; Garriok-Smoking Mixture.

Phillips' Finest Smoking Mixture, "Non-Fur" Tobacco, and other well-known brands.

CIGARETTES.

Garriok Cigarettes; State Express; Quo Vadis; Craven Mixture; Clarence Extra Virginian; Knight Banneret; Turkish; Martin's "Non-throat"; Three Castles (Magnum).

A. S. WATSON & CO., LIMITED,
ALEXANDRA BUILDINGS
AND
KOWLOON DISPENSARY.
Hongkong, 14th February, 1909.

The Hongkong Telegraph

HONGKONG, FRIDAY, FEBRUARY 19, 1909.

THE PROGRESS OF SHIPBUILDING.

In a recent issue, reference was made to the depression in the shipbuilding trade in Great Britain during the past year and the exceedingly unfavourable conditions that were experienced. Now we have received the official account from Lloyd's, which is, of course, severely practical and leaves the reader to form his own conclusions, and from all we can discover it would seem that the actual results are by no means so unsatisfactory as might have been thought from a first impression. It appears that during 1908, exclusive of war ships, 523 vessels of 929,669 tons gross (viz., 454 steamers of 914,570 tons and 69 sailing vessels of 15,099 tons) have been launched in the United Kingdom. The warships launched at both Government and private yards amount to 36 of 74,186 tons displacement. The total output of the United Kingdom for the year has, therefore, been 559 vessels of 1,003,855 tons. It is true that the output of mercantile tonnage in the United Kingdom for last year was the lowest on record, but it would be foolish to expect that high results are to be the inevitable rule. As was pointed out in the previous article, the decrease in tonnage launched was to a large extent, the corollary of the numerous strikes which occurred although that point does not appear in Lloyd's summary. The increasing tendency to build steamers of large size has been again apparent in the output of the United Kingdom for 1908. During the four years, 1892-5, on an average, eight vessels of 6,000 tons and upwards were launched per annum in the United Kingdom; in the following four years, 1896-9, the average rose to 45, and to 39 for the four years 1900-3, and dropped to 27 for the four years 1904-7. During 1908, 28 such vessels were launched. Of vessels of 10,000 tons and upwards, only three were launched in the four years 1892-5; 17 were launched during the four years 1896-9; while 32 were launched during the four years 1900-3 and 20 during the four years 1904-7. During 1908, ten vessels of 10,000 tons and above were launched, the names of which are given, while at the present time 20 vessels of over 6,000 tons and 12 of over 10,000 tons are under construction in British yards. Of the total output, 60 per cent, or 554,995 tons (547,080 steam tons and 7,915 sailing tons), has been built for registration in the United Kingdom. In this connection, it should be noted that the tonnage of United Kingdom vessels lost, broken up, &c., during the last twelve months appears, from the information at present in the possession of Lloyd's Register, to have been 176,690 tons (142,110 steam, 34,580 sail). Sales to Foreign and Colonial owners for the twelve months ended November, 1908, according to the Registrar General's Returns, reached a total of 462,866 tons (409,575 steam, 53,291 sail). On the other hand 2,050 tons (all steam) were built abroad for United Kingdom owners, and

purchases from foreign and colonial owners during the same period amounted to 51,551 tons (46,997 steam, 4,554 sail). The sailing tonnage of the United Kingdom would thus appear to have decreased by about 75,400 tons, and the steam tonnage to have increased by 245,000 tons. The net increase of United Kingdom tonnage at the end of 1908 is therefore about 169,600 tons. For the previous five years the estimated net increase was as follows:—1903, 405,000 tons; 1904, 429,000 tons; 1905, 469,000 tons; 1906, 764,000 tons (the highest figures on record); 1907, 426,800 tons. Glasgow heads the list of shipbuilding centres with 233,830 tons launched, followed by Newcastle, Belfast, Greenock and Sunderland. As regards the movement of the shipbuilding industry during the course of 1908, Lloyd's Register Returns show that, at the opening of the year, irrespective of war ships, 948,800 tons (936,378 steam, 12,422 sail), were being built in the United Kingdom. The returns for the March quarter indicated a decrease of over 100,000 tons in the work in hand, and those for September a further decrease of 114,000 tons. A slight increase has since then taken place, and at the present time the tonnage under construction amounts to 764,520 tons, which, however, is only 54 per cent. of the total for June, 1906. The total warship tonnage under construction in the country is now 219,271 tons displacement as compared with 268,717 at the end of 1907. With regard to the colonies and foreign countries, the figures under that heading are also considerably below those of previous years, the total number of vessels launched being 882 of 903,617 tons, a decrease of 266,000 tons as compared with the previous year. The leading place is taken by the United States, while Germany, France, Japan, Holland and Norway follow in the order named. Taking the United States first as an evidence of the fact that the shipbuilders of Great Britain were not the only sufferers by the depression, it appears that the total mercantile tonnage reported from that country (304,543 tons), is 170,000 tons smaller than that of the previous year; the decrease in the tonnage built for service on the Great Lakes being no less than 111,000 tons. With reference to Germany, the returns show a decrease of over 67,000 tons in the shipbuilding output as compared with last year. During the years 1900-1904 the average yearly output was about 204,000 tons. In 1905, 255,000 tons were launched, and in 1906, 318,000 tons. Since then there has been a considerable decrease, the present figures (207,800) being 110,000 tons less than two years ago. It should be stated, however, that these figures do not include vessels launched on the upper rivers, the total of which amounts to over 18,000 tons. The largest steamers launched in the country during 1908, were the *George Washington*, of about 25,500 tons (this being also the largest steamer launched in the world during the year), and the *Cincinnati*, of about 20,000 tons. Five other steamers of between 6,000 and 10,000 tons were also launched, and two of between 15,000 and 20,000 tons. In France, however, there is an increase in the tonnage launched of 22,000, due to the building of six steamers of 6,000 tons and upwards. The figures for Japan (59,725 tons) show a slight decrease as compared with those of 1907. They include four steamers of about 8,600 tons each. At the present time there are under construction nine steel steamers of over 72,000 tons, the largest being one of 13,500 tons, to be fitted with turbines. The returns under review show that the general increase which had taken place during 1907 in the output of most of the other countries has not been maintained in 1908. With the exception of Austria-Hungary, where an increase of about 15,000 tons has taken place, there has been a considerable reduction in the total tonnage launched. It may be noted that of the tonnage launched during 1908, the United Kingdom has acquired over 30 per cent. Of the total merchant tonnage output of the world during 1908, 50 per cent. was launched in the United Kingdom; but, if only seagoing steel steamers of 3,000 tons gross and upwards be taken into account (thus excluding vessels trading on the North American Lakes), out of the total of 179 such steamers, of 7,050,774 tons launched in the world, over 63 per cent. of the tonnage has been launched in the United Kingdom. It will be apparent then that Britain still leads in the shipbuilding trade even if dull days have been experienced. The returns are not nearly so gloomy and dispiriting as might have been expected, and the prospects are set fair for better times this year.

LOCAL AND GENERAL.

THE ordinary half-yearly meeting of the Hongkong and Shanghai Banking Corporation will be held at the City Hall at noon to-morrow, for the purpose of receiving the report of the Court of Directors together with a statement of accounts to 31st December, 1908.

As we go to press, an advance copy of the programme for the Off Day races, to-morrow, reaches us. There are five races, viz.:—The "Lucky" Cup, "Little Gem" Cup, "Visitors" Cup, "Barry" Cup, and "Rose" Cup. The first and final bell will be rung at 3.30 p.m., and the first race starts at 3 p.m. sharp.

THE CHINA FIRE INSURANCE COMPANY, LTD.

ANNUAL REPORT.

The report for presentation to the shareholders at the fortieth ordinary meeting to be held at the company's offices on Thursday, the 4th March, at 12 o'clock noon, reads:—
The directors have now the pleasure to submit their annual report and statement of the company's accounts made up to 31st December last.

1907—
The balance at credit of working account as per last report was \$374,431.78
Add premium since received 71,748.05
Deduct claims paid in 1908 \$136,184.41
Deduct return premium, &c., &c. 49,770.74
Balance of profit \$185,455.15

It is proposed to apportion this sum as follows:
Dividend of \$6 and bonus of \$3 per share on 30,000 shares \$160,000.00
To add to extra reserve fund, which will then stand at \$48,668.10 92,570.39
Bonus to office staff 6,155.33
\$158,725.68

1908.—The balance at credit of working account at the close of this year was \$375,341.77.
DIRECTORS.
Messrs. A. G. Wood and A. Fuchs resigned their seats on leaving the Colony and Messrs. J. W. C. Bonfar and C. Broderick were appointed to fill the vacancies, and on the regrettable death of the latter, Mr. H. A. Siebs was asked to occupy the vacant seat. These appointments require the confirmation of shareholders.
Messrs. Shellim and Friesland retire by rotation, and, being eligible, offer themselves for re-election.

AUDITORS.
Messrs. W. Hutton Potts and A. R. Lowe have audited the annexed accounts and offer themselves for re-election.
E. SHELLIM, Chairman.

WORKING ACCOUNT.
1st January to 31st December, 1908.
Dr.

To Charges Account:—
Fees, salaries, legal and surveyors' fees, taxes, stamps, stationery, &c. \$14,981.23
Directors' and Auditors' fees 7,400.00
To Commission Account:—
Agents' commissions 79,151.50
To Exchange Account:—
Difference in exchange 1,148.20
To Losses Account 1908:—
Claims after deduction of re-insurance 136,624.08
To Amount Written Off:—
Furniture account 59.00
To Balance 375,341.77
\$642,305.78

By Premium Account:—
Premium after deduction of re-insurance \$481,557.93
By Interest Account:—
Amount at credit, including interest on deposits and investments, &c. 160,517.01
By Transfer Fee Account:—
Amount at credit 135.84
\$642,305.78

BALANCE SHEET.
31st December, 1908.
Liabilities.

Capital Account \$400,000.00
Reserve Fund 100,000.00
Extra Reserve Fund 438,668.10
Investment Fluctuation Account 32,399.00
Accounts Payable:—
Dividend for 1907 \$60,000.00
Losses outstanding and sundries 95,684.27
Working Account, 1908:—
Balance at credit 375,341.77
\$2,503,093.14

Assets.
Cash at Bankers \$75,311.28
Fixed Deposits at Banks:—
Hongkong & Shanghai Banking Corporation \$14,819.82
Chartered Bank of India, Australia & China 30,000.00
Merrill's Bank of India, Ltd. 20,000.00
International Banking Corporation 75,000.00
Investments:—
Chinese Imp. Govt. Bonds \$60,335.15
Hongkong Club Debentures 37,700.00
Hongkong Hotel Co., Limited, Debentures 50,000.00
Shanghai Land Investment Co., Ltd., Debentures 49,877.40
Shanghai Waterworks Co., Ltd., Debentures 8,472.22
Shanghai Club Debentures 6,586.61
Shares in Public Companies 200,100.00
402,571.39

Loans on Mortgage:—
On properties in Hongkong \$1,467,000.00
On properties in Shanghai, Canton 150,000.00
1,617,000.00

Furniture Account:—
Office furniture, &c. 700.00
Accounts Receivable:—
Premium due from agencies, interest due on deposits and investments, &c. 135,390.65
\$2,503,093.14

CANTON DAY BY DAY.

VALUABLE SERVICES REWARDED.

[From Our Own Correspondent.]

Canton, 17th February.
At the request of Sir Chen Tung Liang Cheng, president of the Canton-Hankow Railway Company, H.E. Viceroy Chang Jen Chun has recommended Tantai Kwong, Engineer-in-Chief of the Railway, for the Civil Rank of the Second Class in token of valuable services rendered.

ADOPTION OF STANDARD WEIGHT.
In accordance with instructions received from Peking a Weight and Measurement Bureau will shortly be established in Canton with a view of bringing about a uniform standard of weight and measurement. The Tantai for the development of native industries, Chan Mong Tsang, has been nominated by the Viceroy to be Director of the Bureau.

LIN KIN COLLECTION.
The collection of Lin kin dues in Canton during the first and second ten days of this month as reported by the Lin kin officials amounted to 114,678.93 taels.

SALE OF DEAD PIGS FORBIDDEN.
The police have once more issued a proclamation for the benefit of the general public, prohibiting the sale of dead pigs.

REBELLION QUELLED.
Tantai Kwong Jen Chang, Commander-in-Chief of the Imperial troops, sent to Yumchow to suppress the recent rising there, arrived here last week. The Viceroy has commended Tantai Kwong for his efforts in putting down the insurgents and ordered him to return to that prefecture for duty, lest the outlaws might rise again during his absence.

ACCIDENT AT TEA-HOUSE.
At 2 o'clock yesterday afternoon, near the Southern Gate, a tea-shop all of a sudden had one of its side walls cracked and the latter instantly collapsed. There were present at the time a number of people having a quiet sip at the soothing beverage. On receiving the shock they all hurried out and ran in different directions for safety, with the result that over ten of them were more or less injured in the panic.

MANUFACTURE OF PAPER.
Mr. Wei Chung Put arrived here on the 15th instant from Hupoh with instructions to study the system obtaining at the Canton Government Paper Factory so as to introduce the method in that province.

18th February.

CANTON-HANKOW RAILWAY.
H.E. Chang Chih-tung, Superintendent of the Canton-Hankow Railway, has sent a telegram to the Viceroy recommending that a resident official should be appointed to look after the interests of the railway in each of the three provinces on behalf of the Superintendent, and that Tantai Wong Ling-Yun, formerly Tantai in Yumchow, and recently reinstated, has been appointed to be Director-General in Canton. H.E. Viceroy Chang Jen Chun has accordingly notified the Canton-Hankow Railway Company of Tantai Wong's appointment.

THE TAI-SHIAU FIRE.
As a result of the disastrous fire at Tai-shiau on the 30th ultimo, the Viceroy has issued a proclamation prohibiting the boat population from resuming their former occupation on their craft, and also ordering them to remove farther inshore. It is now ascertained that at present there are altogether sixty-three of these boats in Canton harbour. They have been ordered to vacate the water in three days' time.

CANTON CHRISTIAN COLLEGE.

A few months ago, the Canton Christian College received the handsome donation of \$10,000 from Mr. So Kung-Kui, \$4,000 from Sir Chen Liang Cheng, and sums ranging from one hundred to several hundred dollars from several other persons towards the funds for its maintenance. On the 15th instant, Mr. Tam Lai Ting, a coal merchant of the On Hing Company, presented a steam-launch to the College for the use of the students. This launch has been named *Lei Nam*.

GOVERNMENT CEMENT FACTORY.

The Canton Government Cement Factory has solicited from the Canton-Hankow Railway Company, the Canton-Kowloon Railway Company and the Cheuchow-Swallow Railway Company and some others for orders to supply cement for their use.

ADMIRAL LI CHUN'S MOTOR-LAUNCH.

It is learnt that the motor-launch now in course of construction by W. S. Bailey and Company of Hongkong to the order of Admiral Li Chun will be named *Tai Tung*.

COMMERCIAL.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadorie & Co. write this afternoon:—Owing to the fact, business has been somewhat restricted. Rates generally remain steady.

Banks.—Hongkong & Shanghai Banks have remained steady during the week under review and there are probably buyers at \$85. There is no alteration in the London quotation which remains firm at £86.

Marine Insurances.—Cantons are firmer and in demand at \$190. North China are obtainable in the North at \$110, while Yangtze are wanted at \$190. Unions can be sold at \$825.

Fire Insurances.—Hongkong Fires continue in demand at \$330. China Fires are steady at quotation.

Shipping.—Douglases are again in favour at \$34, and Hongkong, Canton and Macao Steamboats at \$281, but sellers are not forthcoming at these rates. Indo-China preferred and deferred have inquiries at quotations. Shell Transports are wanted at 49, but none are obtainable at the rate.

Refineries.—China Sugars have again been sold at \$150. Perak Sugars have buyers in the North at the improved rate of \$115.05.
Mining.—Chinese Engineers have risen to \$12.75 closing with Northern inquiries. There are further buyers of Rubis at \$81.
Docks, Wharves, and Godowns.—Kowloon Wharves have changed hands at \$47. Whampoa

Docks might be obtained in small lots at \$92. Shanghai Docks can be placed at \$16.78, and Hongkong Wharves at \$15.167.

Land, Hotels and Buildings.—Anglo-French Lands have inquiries at \$11.104 and Astor House Hotels at \$161. Hongkong Lands can be placed at \$94 after small sales at \$93. Humphreys' Estates have found buyers at \$845. There are sellers of Shanghai Lands at \$115, ex the dividend and bonus of \$15.5 per share paid in Shanghai on the 17th instant. Hongkong Hotels have buyers at \$90.

Cotton Mills.—Kwong are wanted at the improved rate of \$11.100. There are further buyers of Hongkong Cottons at \$94. According to the latest Shanghai circular to hand, Internationals are comically quoted at \$15.74. Lau Kung Mow have buyers at \$15.70, and Soy Chee are on offer at \$15.275.

Miscellaneous.—Sales of China Providents have been effected at \$7.20 and more are wanted at the rate. Green Island Cements have been dealt in at \$9.70. Hongkong Ropes are quiet at \$25. The General Managers' report for the year, ending 31st December, 1908, has just been issued to shareholders of this Company. The balance standing at the credit of profit and loss account is \$18,790.46 which it is proposed to appropriate as follows: To place to reserve fund the sum of \$20,000; to pay a final dividend of \$1.00 per share, and to carry forward the balance of \$8,790.46 to the credit of next year's account. Hongkong Ropes have sellers at \$220. Sumatras have suffered a sharp decline to \$12.105, at which rate there are sellers in the North. We learn that a dividend of \$15 per share has been declared for 1908. There has been a heavy drop in Langkats to \$1.730 in the early part of the week, but they have since recovered to some extent and are now quoted \$1.775 at which rate buyers prevail. A first interim dividend, for 1909, of \$15 has just been declared, payable on the 15th March.

Exchange.—The Bank's selling rate on London is 18/15/15 on demand. The T.I.R. rate on Shanghai is 74 5/8.

Dividends Payable.—Hongkong and Shanghai Banks—dividend and bonus of \$2.5 per share for 1908, payable on the 20th February; Hongkong and Whampoa Docks—Final of \$4 per share for 1908, payable on the 22nd February; Hongkong Ropes—Final of \$15 per share for 1908, payable on the 27th February; Hongkong Ropes—Final of \$1 per share for 1908, payable on the 27th February; China Fires—dividend of \$5 and bonus of \$1 for 1908, payable on the 4th March. Langkats—First interim for 1909, of \$1.124 payable in Shanghai on the 15th March. Sumatras—dividend of \$15 for 1908.

Forward Settlements.—The following dates have been fixed by the Stock Brokers' Association of Hongkong for Forward Settlements:—
February Settlement 26th Feb.
March " 26th March.
April " 29th April.
May " 31st May.
June " 30th June.
July " 30th July.

YARN MARKET.

In their report dated 19th instant, Messrs. Philonth & Co. write:—
Our last report was dated the 5th inst.

The yarn market throughout the fortnight has ruled firm. Towards the end of the period prices have advanced in sympathy with a decline in the price of silver to a level in rupee rates. The tendency at the close is towards lower silver values, when quotations should rise in consequence to maintain the parity.

Demand has been good throughout under review, owing principally to a scarcity of stock on the market, caused by the delivery of yarn in importers' hands in fulfilment of bargains concluded prior to the Chinese New Year vacation. Forward contracts are being made although imposing firms are somewhat chary of concluding settlements on anything like an extensive scale, owing to the erratic movement of silver exchange. It is expected that inquiries from the interior will be maintained at fully their normal level and immediate prospects of the yarn market are favourable.

No. 24.—A good demand for selected threads at an advance of \$1 per bale.

No. 16.—Only available threads found buyers at current rates.

No. 12.—In moderate inquiry.

No. 14.—In good demand at an advance of \$1 to \$2 per bale.

No. 8.—Nothing doing.

No. 6.—A fair demand for selected threads only.

Market closes firm.

Sales:—200 bales of No. 61, 5,000 bales of No. 104, 1,575 bales of No. 124, 235 bales of No. 164, and 3,425 bales of No. 204, in all about 10,425 bales.

Arrivals:—Per steamers *Yabshi Maru*, *Lal-sang*, *Richia*, *Bayan*, *Gregory*, *Apur*, *Varwairis*, and *Dalla* of about 17,000 bales.

Unsold Stock:—About 37,000 bales.

Uncleared Stock:—About 18,000 bales.

Exchange:—We quote to-day as follows:—
India T.T. at Rs. 131 per cent.
Demand " 131
London T.T. " Sh. 1.8 1/2 = \$
Demand " 1.8 1/2 = \$
Shanghai " Tls. 74 5/8 = \$100.
Silver " 23 9/16d. per oz.

WE would direct the attention of our readers to the date of the sale of the household furniture of Mr. Henry Humphreys which will take place on the 24th and 25th instant instead of as previously advertised. The sale commences at 2 p.m. on the first, and at 11 a.m. on the second day.

WONG TIM, the puller of a private ricksha, was arraigned in the Police Court, this morning, charged with recklessly driving the vehicle, and with offering a bribe to a policeman. It was stated in evidence that Wong and another coolie were racing along Queen's Road West yesterday afternoon. A *lan-hong* failed to dodge them in time, the wheel of Wong's ricksha passing over his foot. When the offender was being taken to the station he offered the policeman forty cents for his release. On the first charge accused was found not guilty. He was freed \$1, however, on the second count.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

CHAN PIK'S DEPARTURE.

A POOR SEND OFF.

[By courtesy of the "Sham Po"]

Peking, 18th February.

Chan Pik, ex-president of the Ministry of Posts and Communications, left Peking on the 16th inst.

Only a few Japanese saw him away.

HSU SHI-CHANG'S IMPEACHMENT.

SERIOUS ALLEGATIONS.

[By courtesy of the "Sham Po"]

Peking, 18th February.

The Censors denounced H.E. Hsu Shi-chang, Viceroy of the Three Eastern Provinces, for having, it is alleged, embezzled large sums of money.

Confidential instructions have been despatched to Fuk Sing-lam, Tieh Liang and Yeung Shi-chang to conduct secret investigations into the truth of the allegations.

Later.

In their memorials, the Censors stated that, when Chiu I-chueh left the Viceroyalty of the Three Eastern Provinces, there was a credit balance (in the Provincial exchequer) of seven million taels. Since H.E. Hsu Shi-chang was appointed Viceroy he has spent money recklessly with the result that there is now a deficit of six million taels.

PICKPOCKETS AT HAPPY VALLEY.

ALLEGATION AGAINST TWO EUROPEAN WOMEN.

The pickpockets manœuvring around the Happy Valley during the last three days have been successful in purloining a number of people, mainly Chinese. From the 16th to the 18th inst., no less than half a dozen reports were lodged at various police stations in the Colony by persons who had had their purses stolen and by those whose pockets had been cut and the contents stolen. Altogether it is reported that the fraternity cleared about \$300 during the race meeting. So far only one of the offenders has been arrested, and the reader will recollect, he was sent to gaol yesterday. The charge against him was that of stealing a purse containing \$10.50 from an Indian on Wednesday.

Becoming emboldened by their success one of the gang went a step further yesterday afternoon. A European lady was seated in a tramcar, holding in her hand a gold chain purse, containing a large sum of money, which rested on her lap. A coolie, who apparently had been following the lady, waited his opportunity and as soon as the car was put in motion he sprang up on the foot board, wrested the purse from her hand, and disappeared in the crowd.

"Of course," said a police officer in a conversation with a *Hongkong Telegraph* representative this morning, "most of the stealing is done by new arrivals from Canton. But you will be surprised to hear that we suspect two European women of pickpocketing, too. They are dressed tip-top and look well-to-do, but their presence in the crowd attracts suspicion. We have been watching them for a long while, but I believe they have 'scented the rat'."

The lady whose purse was snatched from her complained to the police, but the chances of arrest and recovery are somewhat remote.

CARELESS PASSENGERS.

NARROW ESCAPES AT THE HAPPY VALLEY.

That the police during the last three days have had their work cut out in large slices in the matter of regulating the heavy traffic at the race-course and protecting the lives of careless pedestrians, who persisted in getting into dangerous ways, cannot be denied, and that the credit should go to them for the able way in which they carried out the task, free from any accidents, nobody will question.

There were, however, a number of persons—Europeans and Chinese alike—who were a source of great trouble to the police, in that they seemed unable to look after themselves—a few of whom came very nearly losing their lives, in the words of a police officer, "They should not be allowed out without a keeper!" Had it not been for the attention paid to these people by the officers two accidents, and no doubt of a serious character, would have occurred yesterday afternoon—the conclusion of the race meeting. As everybody knows, at that time, the traffic is at its highest. Hundreds of people are hurrying home, rich and poor, and in such a narrow road the risk run is great.

The first accident that was averted occurred a few minutes before the last race had been decided. A European was seen hanging on to a car which was travelling at the ordinary speed. Suddenly, and before anything could be done to stop him, he stepped to the ground and staggered on to the track of an approaching car. Fortunately for him, he was grabbed in time by a policeman before he fell and tumbled clear of the line, otherwise no one knows what the result would have been. In another case, a second European, who was in the act of stepping off a car when another car was but a few yards away, was by chance stopped in time. The Chinese also were great offenders, their escapades being too many to mention in detail. Such careless conduct is to be deprecated.

MANCHESTER CHAMBER OF COMMERCE.

DINNER TO SIR ROBERT HART.

The Manchester Chamber of Commerce held a dinner of the members to meet Sir Robert Hart, Bart., G.C.M.G., at the Midland Hotel, Manchester, on 20th ult. The chairman was Mr. Francis Ashworth, President of the Chamber, who was assisted by a company of 280 members and their friends, including Sir F. F. Adam, C.B.E. (Treasurer, Manchester Chamber of Commerce), Mr. H. R. Armistead, Mr. W. Ashworth, Mr. A. G. Angier, Mr. M. P. Baserline, Mr. R. N. Barclay, Mr. T. H. Barker (Secretary, Liverpool Chamber), Mr. Chas. Behrens, Mr. Gustav Behrens, Mr. A. J. S. Bles (President, Consular Association), Mr. W. P. Byler, M.P., Mr. J. K. Bythell (Chairman, Manchester Ship Canal), Mr. Pelham Clinton, Mr. Wm. Crowther, Mr. J. Dodd, Mr. Chas. Dukinfield (President, Liverpool Cotton Association), Mr. Gustav Eckhard, Mr. B. E. Ellinger, Mr. Drummond Fraser, Mr. A. Galbraith, Mr. B. Harrison (President, Blackburn Chamber), Mr. John Harrop (Dep. Lord Mayor), Mr. A. A. Haworth, M.P., Mr. Chester Haworth, Mr. C. Hillermann, Sir Wm. Holland, Bart., Mr. C. P. Alfred Hopkins, K.C., &c. (Vice-Chancellor of the University of Manchester), Mr. L. H. Jenkins (Mayor of Salford), Sir A. L. Jones, G.C.M.G. (President, Liverpool Chamber), Mr. W. Joyson-Hicks, M.P., Mr. G. D. Kelley, M.P., Mr. S. L. Keymer, Mr. Ivan Levinstein, Mr. H. W. Macalister (President, Manchester Cotton Association), Mr. C. W. Macfarlane, Mr. C. T. Neelham, Mr. J. E. Newton (President, Oldham Chamber), Mr. Niven (President, Manchester Statistical Society), Prof. E. H. Parker, Mr. F. W. Peel (President of the Bankers' Institute), Mr. A. D. Provand, Mr. Alfred Rees, Mr. Alec Reiss, Mr. Arthur Reiss, Mr. H. J. Reiss, Mr. W. T. Stubbs (Vice-President, Manchester Chamber of Commerce), Mr. S. I. Thomson, and Mr. F. Zimmermann.

The usual loyal toasts having been honoured, the President said:—

Our thoughts to-night naturally centre around China, that vast country, exceeding in area every other country in the world under single government—excepting Russian Siberia—and containing a population equal to that of the whole British Empire, India included. China had a civilisation of her own long before Europe had emerged from barbarism—but she was content with that form of civilisation during the centuries in which Europe was gradually advancing in her civilisation, and China was eventually left behind in course of time, as their industries expanded, the people of the West looked longingly towards that great, mysterious country in the Far East, craving to top its wealth and to find markets for European products. The effort to gain a firm footing for British commerce in China lasted for 65 years, dating from Earl Macartney's ill-fated mission in 1793. It is a grim story, associated with much bloodshed, and in some of its aspects not very creditable to us as a nation. However, in 1842 we got possession of Hongkong, which gave us a *plac d'arm* in Southern China, and we obtained openings for trade at Shanghai and some other ports. But China continued to resist our intercourse, and it was not until the combined forces of England and France had occupied Canton, captured the Taku Forts in the North, and penetrated to Tientsin, in 1858, that the Chinese yielded, and granted freedom of trade by treaty. But more severe fighting was required before the treaty was ratified in 1860. This Tientsin Treaty has been termed the "Magna Charta" of foreigners in China, and it has governed the relations between China and Western nations from that time to the present day. These remarks present a very cursory review of the course of events—rebuffs and reprisals, successes and failures—during the first 65 years of the 19th century, but they bring me to the point at which our distinguished guest, Sir Robert Hart, whom we are delighted to welcome here to-night, upon the scene. In 1859 young Mr. Hart, as he then was, resigned the British Consular Service to join the Chinese Customs service, and in 1860 he received the important appointment of Inspector-General of Chinese Customs, with headquarters at Peking. It was a splendid appointment for so young a man, and proved a most fortunate one for the Chinese Government. Foreign merchants quickly realised the benefits of the new régime, and in the course of years, the Chinese Customs service gained a worldwide reputation for excellent management and reliability. A knighthood, and, later, a baronetcy, came to Sir Robert from his own grateful country, and other European nations showed honours upon him. Thirty years after his appointment, Sir Robert Hart has become the most trusted man of European birth in the Far East. In his capacity as Agent-General the Chinese Government preserved the most confidential relations with him. The Customs receipts being mortgaged to meet China's foreign loans, European financiers came to look upon Sir Robert Hart almost as a personal security for these loans, which, after the China-Japan war, had reached £50,000,000 sterling. Sir Robert Hart's responsibilities constantly increased. Besides the control of the Customs and the foreign debt service, he successively undertook the management of the Chinese Postal Service, the High House service, preventive service, and various minor matters. Of his invaluable aid as a diplomatist during those critical years following 1895 the Chinese officials are the best judges. Nearly every European nation was demanding special privileges, and hanging round the "sick man" to secure a bountiful share of his property, if, and when he collapsed. What a strain it was to be concerned in steering through the shoals of intrigue and jealousy of those days, Sir Robert alone can appreciate. The value of China's overseas trade, imports and exports, in 1864—the earliest year in our records—was roughly HK. 100,000,000. In 1905, the sum total of her foreign trade, the total reached HK. 116,000,000, but that was an abnormal year of imports, as we have reason to know in Manchester, for it was our excessive

supplies of cotton textiles that sent them up with a bound. British commerce still leads the van in China, and cotton piece-goods still form the largest item in her imports. But China only takes about 10 per cent. of the total yardage we export, whereas India takes 38 to 30 per cent. The impediments to the free course of trade in the interior of China still exist, notwithstanding treaty clauses designed to surmount them. Sir Robert Hart will give us his views regarding the future of China. That she has started on a new era of reform and development seems certain. Progress will be slow, and it may be interrupted by internal convulsions; but, I believe, it will be continuous. The future of China is, and will long remain, the most interesting problem of world-politics. The possibilities are immense, but the difficulties are stupendous. We can only hope that the outcome will be a closer knitting together of international interests, the East with the West, and a nearer approach to the general brotherhood of mankind. Sir Robert Hart has lived half a century in China. His position there has been unique; probably it will never again fall to the lot of any Briton (I must not say Englishman, for Sir Robert is an Irishman by birth) to fill an exactly parallel position. He has been a splendid example of the type of our nationals who have maintained abroad that high reputation for honour, integrity, ability, and honesty of purpose on which we justly pride ourselves. In his presence I will not say more, but I will call on you, gentlemen, to cordially drink the health of Sir Robert Hart, hoping that he may long be spared to enjoy the rest and freedom which he has so amply earned by those arduous services, for which we Lancashire people have very special reason to be grateful.

The toast was drunk with full honours, "For he's a jolly good fellow" being cordially sung.

SIR ROBERT HART.

Sir Robert Hart, who, on rising, was received with loud cheers and the singing of "He's a jolly good fellow," said:—It is with the greatest pleasure that I have accepted the invitation of the Manchester Chamber of Commerce to come to this banquet. I am very much pleased with the cordial manner in which you have received me. The song "You have sung and the cheers which you have indulged in take me back some 55 years, to the year when I first went to China as a student interpreter. I would have enjoyed them more at that time than I do now. (Laughter.) I am not a good speaker, having been in the habit of keeping silence and rather concealing my thoughts in China than giving expression to them. (Laughter and cheers.) I had work to do and not words to speak. (Cheers.) Now that I have come before you I have been rather puzzled as to the manner in which I should address you, but before leaving London I hastily wrote down some words, and, if you will allow me, I will read them, because then I think you will have sense to listen to instead of nonsense. (Laughter and cheers.) So much has been written and published about China, and so much information is put before the public in daily and weekly newspapers, in periodical Customs statistics, and in annual consular reports, that it is difficult to decide where to begin or what to say on such an occasion as the present and to such an audience. After speaking of the early history of China, Sir Robert said: Some three or four hundred years ago the Eastern element appeared in Chinese waters, and the Portuguese, Spanish, Dutch, and British flags were seen over strange-looking ships at different places. Some 65 years ago the inevitable occurred, and after a war in which the Chinese were defeated at all points, treaty intercourse was established, and five ports opened to British trade. Since that time a dozen or more States have made treaties with China, and ports are now multiplied tenfold. All such treaties have two special provisions—one is that the foreigner is to be governed in China by his own laws and his own officials, and the other is that whatever privileges are accorded to one country shall be given to all others. The first extra-territoriality was not objected to at the outset, and did no harm when foreigners were few, but the foreign element has gone on increasing, and the Chinese Government now feels that it has given up some rights it ought to have retained. Foreign Powers, however, cannot forego those acquired rights till Chinese judicial procedure is so reformed as to satisfy Western and Christian ideas, and the time for such a change is still far off in the future. (Hear, hear.)

THE MOST FAVOURED NATION CLAUSE.

The second treaty peculiarity is what is known as "The most favoured nation" clause, and its effect is to put all comers on the same footing. This is fair to all, makes work simpler, and, emphasising the cosmopolitan principle, makes preferential treatment impossible. (Cheers.) Trade has thus one tariff to observe and one procedure to follow, and thus happens that success in business depends more on individual ability, energy, and enterprise than on Government support or official backing. Some firms have produced merchant princes, and others have either disappeared or barely paid their way.

The five ports of sixty years ago have now become almost fifty, and a transit system enables merchants to send their foreign imports to and bring native produce for export from any and every place, no matter how distant, in the interior. Still, foreign trade, although always increasing, has never realised the hopes and expectations of the men who began it, and to this several causes have contributed. First of all, foreign trade was an excrement, for centuries before, China had its own trade to satisfy both producers and consumers. New wants have developed slowly, and native consumers have sufficed to take off the provincial surplus. Nevertheless, it has grown and will grow, and now that inland communication by railway and steamboat facilitates movement more and more daily, consumers of foreign goods will increase in numbers, and producers will be encouraged to provide more largely for foreign markets. Besides, the foreign merchant is now paying attention to the necessity for consulting the tastes of the natives, instead of simply exporting them to buy what he has to sell, he studies

their wants, and puts before them things that suit and which they admire. (Cheers.) Competition, however, increases, and not only does that call for increased activity, but it also affects profits—a result which is counterbalanced by increased consumption.

THE OPIUM QUESTION.

Ten years ago the duties collected on foreign trade amounted to about twenty million taels annually; they now amount to almost twice that sum. The net value of foreign trade was then about four hundred million taels, and it is now almost treble. In 1864 the total foreign tonnage was six or seven million tons, of which the English flag had about half; it is now from sixty to eighty million tons, and the British share is still about one-half. (Cheers.) In 1864 the opium imported was valued at over thirty million taels, and represented about 46 per cent. of the import trade; it now represents only about 7 per cent.—a fact which shows rather how general trade has grown than that the opium trade has diminished. Opium, however, is doomed. (Cheers.) Both Government and public opinion are against it, and the new generation will have no opium-smokers. (Cheers.) The growth of general trade will make up for the loss of opium revenue, and not only will the country be freed from the nightmare of the opium habit, but foreign intercourse will be freed from an objection and an obstacle. (Cheers.) Our Customs statistics in China are based rather on the carrying flag than on the actual places of consumption and production. It would be preferable to follow the second principle, but in these days of frequent transshipments, and also mercantile dislike to reveal or inability to indicate precisely the whence and whither of the goods dealt in, it is almost hopeless to attempt a change in the statistical system. It may, however, be taken for granted that, so far, the British share in tonnage in merchandise and in payment of duties amounts to about 10 per cent. in round numbers, and that, although competition is keener every day, the British merchant still holds his own. (Cheers.) Not only are the Europeans and Americans in the field in increasing numbers, but the Chinese themselves now do much the former used to do, and to some extent are doing a direct trade which formerly passed through various agencies. Besides, the manufacture of goods formerly supplied from Europe has been introduced, and the Indian and Japanese mills also find customers in Chinese markets; still, through it all, the volume of trade grows, and it is opening for new ventures rather than displacement of old business that is to be seen and expected. But, all the same, merchants must be on their guard, and go out for what they want to buy or sell rather than wait for customers and producers to come to them.

JAPANESE COMPETITION.

Japanese competition will be felt more and more, for not only is Japan becoming more and more the manufacturing country of the Far East, but her proximity to China and the ability of her people to run about and do things as Asiatics—in a way Europeans cannot attempt—will give her local advantages which she will naturally use to the fullest. The "open door" does not mean that Japan is to be fettered by European disabilities, but that the European must be equally able to do, in the interests of his business, what the Japanese finds possible both in the handling of goods in small quantities and in traversing China in every direction in person. (Cheers.) Even the Chinese in their native and local trades commerce to find the active Japanese a serious rival, and the European will have the same experience afloat and ashore. When I came through the Suez Canal last June on my way home from a long stay in China there steamed ahead of our vessel a Japanese steamer, large and well handled, and I could not help realising to what an extent East was coming West and preparing to compete on all waters, in all lands, and in all industries with the European—not to say British—monopolist of former days. The vessel I was on, too, was German; one of the "small ones," they said, and yet of 8,000 tons, and everything a passenger could desire was provided on board. This fact also helped me to wake up to the change the world is undergoing, and to see the necessity for those who have and wish to hold what they have, to avoid falling behind-hand in any of the improvement in things or in methods, by which newcomers, profiting by experience and studying new conditions in this new epoch—the epoch of the manifold use of power and of ability to go everywhere by land or sea or sky—are aiming at the capture of the purse-strings of the world. (Cheers.) There is much to lose if those who have not, and we are still far from the days when progress will cease or further development be impossible. (Cheers.)

THE CHINESE NATIONAL SPIRIT.

But while you Europeans proceed on the principle of competition, and in the war-to-the-death struggle for the command of the trade think nothing of crushing a rival, it is also to be remembered that where China is concerned you have to deal with a people whose idea is combination rather than competition and that, although trade is growing there and is creating new interests and new sources of wealth, it is, as already pointed out, a trade that China could dispense with, her vast population, covering such a large tract of the earth's surface, being quite able to provide their own supplies and ensure their own surplus. You therefore will find in the national spirit, a something which may awake to life and activity, should Chinese interests be felt to be suffering, or should Chinese plays require concerted action and solidarity at any given moment. Foreign enterprise has awakened the East, and the huge and bulky population of India, China, and Japan, after stretching themselves, will face the fact with open eyes and strike out for themselves when circumstances demand it. Not that the principle of combination means hostility, but feeling that it exists and, when called upon, can act powerfully, it is always a something to be reckoned with and worth studying and remembering. These Chinese ethics and procedure contain much that is of practical import and value, and

their "live and let live" principle of daily life not only keeps away the competition that kills but keeps down the taxation which is harmful. For example, if an official is tempted by the supposed profit of any business, to tax it specially to procure funds, the trader simply closes their shops and the official speedily withdraws from the position taken up. Capitalists continue to keep prices up to a paying level, and in doing so recognise the power the working man has to combine and rob capital of all power, and so take care to pay him a living wage, while he on his part knows he must not damage the action of capital by demanding wages that would cause its withdrawal and make it inoperative. (Cheers.) As in other matters the truth lies between two extremes, and both principles have their uses; combination, however, in the stronger power, and against it competition may any day realise the truth of the "Earthen Pitcher" fable.

SUITING CHINESE TASTES.

Your Legation at Peking never loses sight of your interests, and your consuls at the ports are always on the alert to assist the merchant, but success in business depends on personal qualifications more than on official backing, and among the important points to which I would recommend your attention are first of all to study the tastes and wants of the people you trade with. Some of the things you produce doubtless tempt them; but improvement is said to be called for in ascertaining and in providing what they really like as regards materials, sizes and colours. And, secondly, some knowledge of the local dialect is a valuable possession and a good way to provide for acquiring it is to let your youngsters go out with some knowledge of the Chinese now taught at various places in England. Dialects differ, and must be learned on the spot, but the written language is the same everywhere, and an introduction to a useful and practical part of it can be obtained at home. Thirdly, the Chinese has his feelings like other men, and reciprocity is one of his good points. Friendly relations are everywhere profitable, and friendly demeanour is everywhere appreciated. (Cheers.)

CONCERNING THE FUTURE.

As regards the future, one may say China is changing in every quarter. Education of the Western kind is welcome; railways are increasing their mileage; the telegraph is at work everywhere; steamers on the coast and on the inner waters are increasing in numbers; newspapers are being established at all important points; post-offices are transmitting mail matter all over the country. Peking is now reached over Siberia in sixteen days from London; public offices, both domestic and international, are being handled in a most up-to-date fashion. But in so large a country and with such an immense population progress, though real, must be slow, and changes, though great, can only be felt locally. With such a people—a country rich in undeveloped resources and a people possessed of every good quality—the future before the Empire cannot be other than great, and among the world Powers China one day, sooner or later, will take a front rank. (Cheers.)

The future will depend much on to-day, and it is to be hoped her foreign relations will go on improving, and that she will only have kindness and sympathy to remember and neither wrongs to right nor grudges to pay off. (Cheers.) I have not attempted to trouble you with the statistics of a trade that covers so many articles and has so many ramifications; nor, indeed, am I able to carry such a mass of figures in my head. Yesterday I received from Mr. Tattersall a copy of a circular containing statistics in which the particulars are gone into with as many details as could possibly be required here. But I trust I have lifted the curtain a little and given you a new peep into the China you are interested in. (Cheers.) I hope these general remarks will not have wasted your time, but will create some additional receptivity where Anglo-Chinese relations are dealt with, whether commercial, political, or missionary. (Cheers.) Missionaries merit your fullest support, and the work of missionaries the highest commendation. They will further and not damage your real mercantile interests at all places, and I have nothing but good to say about them. (Cheers.) Having read what I have written, I will only say that I have enjoyed this evening very much. I am sorry that I have not the honour of being personally acquainted with everyone present. I appreciate very highly the very kind manner in which you have received me, and I wish your great business centre every prosperity in the future and all the development that you desire. (Cord cheers.)

Sever other toasts followed.—L. G. C. pres.

POLKMAN SIGNED.

Happy Valley was the scene of some disturbance yesterday afternoon, and it is to be wondered at that the peace breakers made their debut in the Police Court to-day. Su Sing was the first to answer the charge of disorderly behaviour. According to the information laid against him Su was returning to town via Morrison Gap, and when requested by an Indian policeman to keep clear of the vehicular traffic he refused. The result was that he was pushed to one side of the road. This Su resented, and, assisted by his chums, the policeman had a rather exciting time dodging stones alleged to have been hurled by them. Su was captured after a while; his friends managed to escape, however. He was discharged with a caution after evidence had been heard.

The second item to enliven the proceedings at the race-course was that between a Japanese eating-house owner and his cook, a man giving the name of Ponsonby. Both men were more or less under the influence of liquor, and they soon fell out over a most heated argument about cooking, perhaps. They were enjoying themselves, and the crowd too. Immensely when a policeman appeared on the scene and the pair marched away. Very little is to be said after this, except that both defendants were ordered to pay a fine of \$5 each for their behaviour.

Today's Advertisements.

HONGKONG HORTICULTURAL SOCIETY.
FLOWER SHOW.
IN THE BOTANIC GARDENS.
FRIDAY, 19th February:
Open 2 P.M. to 6 P.M., admission 5s. Mrs. May has kindly consented to distribute the Prizes at 5 P.M.
SATURDAY, 20th February:
Open 10.30 A.M. to 6 P.M., admission 5s. Children Half-price.
Tea will be obtainable on the grounds.
By kind permission of Major Evans and Officers the Band of the 13th Rajputs will play on both days from 7.30 to 6 P.M.
Hongkong, 19th February, 1909. [19]

AMERICAN AND ORIENTAL LINE.
NOTICE TO CONSIGNEES.
S.S. "NORMAN PRINCE"
FROM NEW YORK.

CONSIGNEES of Cargo by the above named vessel are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co. Limited, Kowloon, whence delivery may be obtained.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th February, at 2.30 P.M.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th February, will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 28th February, or they will not be recognised.
No Fire Insurance has been effected.
ARNHOLD KARBURG & Co., Agents.
Hongkong, 18th February, 1909. [192]

"MOGUL" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
STEAMSHIP "MONTROSE,"
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th instant will be subject to rent.
All Claims against the Steamer must be presented to the Undersigned on or before the 19th March, or they will not be recognised.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th instant, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DODWELL & CO., LIMITED, Agents.
Hongkong, 19th February, 1909. [190]

PUBLIC AUCTION.
THE Undersigned have been favoured with instructions from
HENRY HUMPHREYS, Esq.,
to sell by
PUBLIC AUCTION,
on
WEDNESDAY and THURSDAY,
the 24th and 25th February, 1909, commencing at 11 A.M., and on the following day at 11 A.M., respectively, within his residence, "Aberloughry," Peak Road,
SUNDRY VALUABLE HOUSEHOLD FURNITURE,
Comprising—
SILK-COVERED DRAWING ROOM and COSY CORNER by Maple, CHIPPENDALE CHAIRS, MOROCCO-COVERED DRAWING ROOM SUITE, a Large Assortment of CANTON CARVED BLACKWOOD WARE, CARVED CHERRYWOOD DESK and OVERMANTLE, with BEVELLED GLASS, BRONZE FIGURES with ELECTRIC LIGHTS combined, EXTENSION DINING TABLE, TEAKWOOD SIDING BOARD with BEVELLED GLASS by Hall & Holtz, JAPANESE GOLD LACQUERED CABINETS, Double and Single BRASS BEDSTEADS with WIRE and HAIR MATTRESSES, TEAKWOOD WARDROBES with BEVELLED GLASS, DRESSING TABLE, CHEST-OF-DRAWERS and MARBLE TOP WASHSTANDS all I.C. & Co.'s make, GLASS, CROCKERY and E.P. WARE, PERSIAN and TURKISH CARPETS (New) and RUGS, WATER COLOURS, many fine-STEEL ENGRAVINGS (Artists' proofs) and very fine OIL PAINTINGS by Haywood Hardy SYDNEY COOPER, PHIL MORRIS and well-known ARTISTS, MARBLE CLOCK by Maple and others.

One IRON SAFE by Chubb's One BOUTON GRAND PIANO by Collard & Collard (almost new)
On View from Tuesday, the 23rd instant.
Catalogues will be issued.
TERMS—As usual.
HUGHES & HOUGH, Auctioneers.
Hongkong, 19th February, 1909. [189]

ALEXANDRA CINEMATOGRAPH.
The Alexandra Cinematograph at No. 2 Zetland Street continues to provide excellent entertainment at their up-to-date establishment. A number of new films seen for the first time in the Colony are nightly thrown on the screen and these are undoubtedly superior to those seen elsewhere. The management is careful to see that the pictures are up to the usual standard of excellence. Last night, another change of programme was given, when only a moderately large audience was present, which it is to be regretted, as the various instructive as well as comic films offered for the delectation of the public deserve more patronage. Among the pictures shown last night, the "Destruction of Stamboul by Fire" was very realistic. Of the other films depicted on the canvas, the following comic subjects highly amused the audience—"Grandfather's Pills," "Misdeeds of a Sick of Coal," "Servant of an Acrobatic Family," "India Rubber Shoes" and "I am absorbed in Politics" which were thoroughly appreciated. One should visit Alexandra's in order to appreciate good, wholesome entertainment.

To-day's Advertisement.

PUBLIC AUCTION.
THE Undersigned have received instructions from W. E. CLARKE, Esq., to sell by
PUBLIC AUCTION,
on
FRIDAY,
the 19th February, 1909, at 2 P.M., within his residence, "Aberloughry," The Peak,
SUNDRY VALUABLE HOUSEHOLD FURNITURE,
Comprising—
SILK TAPESTRY COVERED DRAWING ROOM SUITE, an Assortment of CARVED CANTON BLACKWOOD WARE, EXTENSION DINING TABLE, DINNER WAGGONS, TEAKWOOD SIDING BOARD with BEVELLED GLASS, Single IRON BEDSTEADS and HAIR MATTRESSES, TEAKWOOD WARDROBES and DRESSING TABLES with BEVELLED GLASS, MARBLE TOP WASHSTANDS, GLASS, PETS, RUGS, GLASS CROCKERY and E.P. WARE, PICTURES, COOKING STOVE and UTENSILS, &c., &c.
Also—
One IRON SAFE by Milners, One SEMI-GRAND PIANO by Hawke and One TENNIS NET and POLES, &c., &c.
On View on Thursday, the 18th instant.
Catalogues will be issued.
TERMS—As usual.
HUGHES & HOUGH, Auctioneers.
Hongkong, 19th February, 1909. [193]

Intimations.
HONGKONG JOCKEY CLUB.
RACE MEETING, 1909.
TO-MORROW (OFF DAY),
20th FEBRUARY.
TICKETS of ADMISSION to the GRAND STAND and ENCLOSURE may be obtained from Messrs. KELLY & WALSH, Ltd., or at the Gate. Price \$7 for the Meeting (excluding the Off-Day), or \$3 per day. Tickets for the Off-Day, \$1.
No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.
T. F. HOUGH, Clerk of the Course.
Hongkong, 17th February, 1909. [151]

HONGKONG JOCKEY CLUB.
THE STEWARDS request the pleasure of the presence of the LADIES at the GRAND STAND and the ENCLOSURE during the Races 20th inst.
A Stand and Enclosure will be reserved for Members and Members' Wives and Families. Tickets for which are now being sent out with the Members' Tickets.
All Tickets must be produced to gain admission.
Special accommodation will be reserved as in recent years for Chinese Ladies and their Female attendants in the Stand erected on the plot of ground next to the Luitano Club Stand.
T. F. HOUGH, Clerk of the Course.
Hongkong, 16th February, 1909. [152]

HONGKONG JOCKEY CLUB.
NO CHILDREN under the age of 14 years will be admitted into the Enclosure.
T. F. HOUGH, Clerk of the Course.
Hongkong, 8th February, 1909. [153]

HONGKONG JOCKEY CLUB.
NO SERVANTS will be allowed inside the ENCLOSURE of the Race Course during the Race day WITHOUT TICKETS which can be had on application to the Undersigned. These Tickets are only available for servants while in attendance, on their employers or when on duty at the various stands.
Any Chinese found loitering about with Servants' passes in their possession will forfeit them and the holders thereof will be removed from the enclosure.
T. F. HOUGH, Clerk of the Course.
Hongkong, 8th February, 1909. [154]

NOTICE.
THE only edition of the RACE BOOK and PROGRAMMES authorized by the Stewards of the Jockey Club are those printed by Messrs. NORONHA & Co.
T. F. HOUGH, Clerk of the Course.
Hongkong, 10th January, 1909. [104]

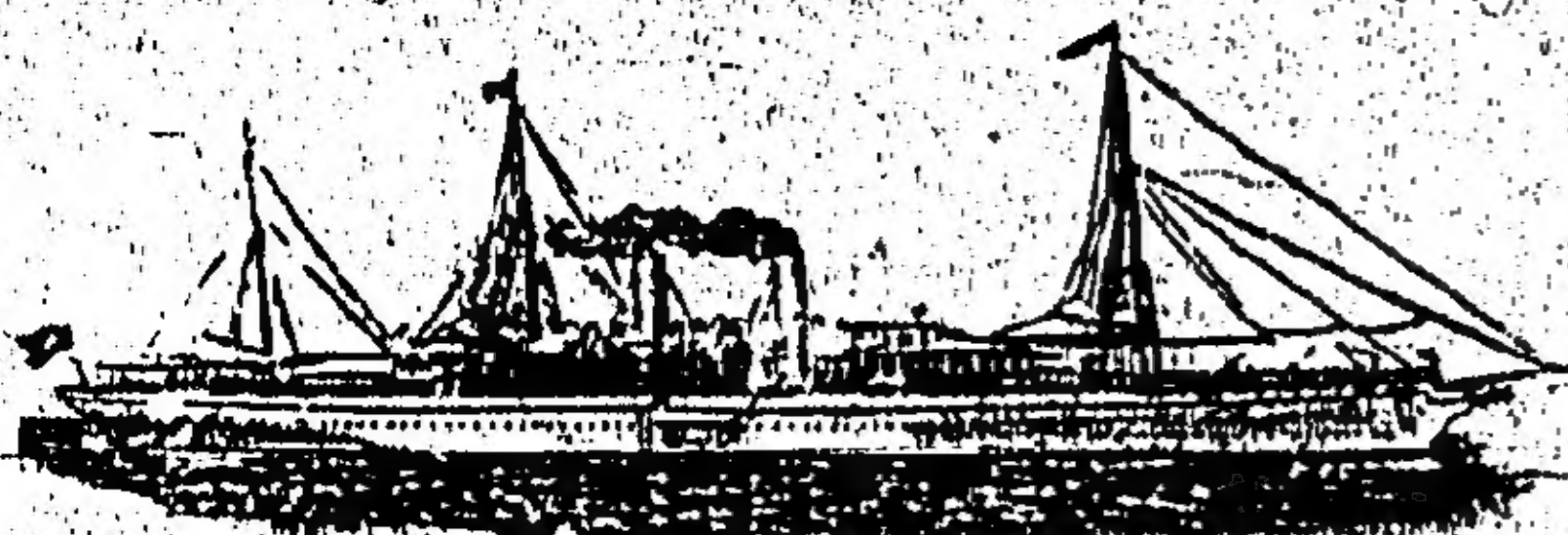
RACE BOOKS, 1909.
FOR SALE. PRICES:
LEATHER COVERED \$2.00 each.
CLOTH COVERED 1.75 "
PAPER COVERS 75 "
May be had from
NORONHA & CO.,
Printers to the Hongkong Jockey Club.
KELLY & WALSH, Ltd.,
W. BREWER & CO.,
Hongkong, 29th January, 1909. [151]

HONGKONG ICE COMPANY, LIMITED.
IT is hereby notified that on and after the 1st March, the selling price of Ice will be reduced to ONE CENT per pound.
JARDINE, MATHESON & Co., Ltd.,
General Managers.
HONGKONG ICE COMPANY, LIMITED.
Hongkong, 10th February, 1909. [166]

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.
(CAPITAL PAID UP \$1,500,000)
LOANS on Mortgage of House Property, &c. Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).
THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS,
ATTORNEY, &c.
Undertaken and Executed by
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 19th March, 1909. [11]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

13 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"MONTEAGLE"	6,103	TUESDAY, Mar. 2nd	Mar. 26th
"EMPEROR OF INDIA"	6,000	SATURDAY, Mar. 13th	April 2nd
"EMPEROR OF JAPAN"	6,000	SATURDAY, April 10th	April 30th
"EMPEROR OF CHINA"	6,000	SATURDAY, May 1st	May 22nd
"MONTEAGLE"	6,103	TUESDAY, May 11th	June 4th
"EMPEROR OF INDIA"	6,000	SATURDAY, May 22nd	June 11th

"EMPEROR" steamships will leave Hongkong at 7 A.M.
S.S. "MONTEAGLE" at 11 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KORE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Postal "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class, 1/10 Canadian Atlantic Ports or New York £75.10.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways, " £40. " £42.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the Atlantic Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes—Hand Books, Rates of Freight and Passage, apply to D.W. GRADDOCK, General Traffic Agent for China, Etc., Corner Paddar Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION).

Steamship	On
SHANGHAI VIA SWATOW.....	TUNGSHING.....SUNDAY, 21 Feb. Daylight.
SANDAKAN.....	MAVANG.....TUESDAY, 22 Feb. Noon.
SHANGHAI.....	PANGSANG.....WEDNESDAY, 24 Feb. Noon.
MANILA.....	DUONGSANG.....WEDNESDAY, 24 Feb. 4 P.M.
SHANGHAI, YOKOHAMA, KORE.....	YUENSANG.....FRIDAY, 26 Feb. 4 P.M.
8 MOJI.....	KUTSANG.....TUESDAY, 2nd Mar. Noon.
SGAPORE, PENANG & CALCUTTA.....	NAMSANG.....SATURDAY, 6th Mar. Noon.

RETURN TOURS TO JAPAN.

Occurring 24 DAYS.

The steamers Kutsang, Namsang and Pookang leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and return at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light & daily qualified surgeons is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kuddat, Lahad, Datus, Simporna, Tawau, Uakan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE MATHESON & CO., LD.,
General Managers.

Telephone No. 61.
Hongkong, 19th February, 1909

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS.	TO SAIL.
SHANGHAI.....	"ANHUI".....	20th Feb. 4 P.M.
MANILA.....	"TEAN".....	22nd " 3 P.M.
WEIHAIWEI & CHEFOO.....	"HANGHONG".....	22nd " 4 P.M.
SHANGHAI.....	"SHACHING".....	25th " "
MANILA, ZAMBOANGA and USUAL.....	"TAIYUAN".....	26th " "
AUSTRALIAN PORTS.....	"TAMING".....	2nd Mar. 3 P.M.
MANILA, ZAMBOANGA and USUAL.....	"CHANGSHA".....	8th April, 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A daily qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA STEAMERS, and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon.

SCHEDULE SHANGHAI STEAMERS have excellent accommodation. Electric Light throughout and Electric Fans in State-rooms and Dining Saloon. Fare: \$40 single and \$70 return. Take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 36.
Hongkong, 19th February, 1909

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Spacious saloons—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.
—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captn.	For	Sailing Dates
CAPIRO.....	1550	R. Rodger	MANILA	SATURDAY, 27th Feb. at Noon
RUBI.....	1540	R. W. Almond	"	SATURDAY, 6th Mar. at Noon

For Freight or Passage, apply to

SHEWAN TOMES & CO.,
General Managers.

Anglo 19th February 1909

Shipping—Steamers.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"JAPAN,"
Capt. J. G. Olliff, will be despatched for the above Ports, TO-MORROW, the 20th February, at Noon.
For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 19th February, 1909 [184]

FOR MARSEILLES, LONDON AND ANTWERP.

Taking Cargo on through Bills of Lading to all Ports in the United Kingdom and the Continent.

THE Steamship
"MONTGOMERYSHIRE,"
will be despatched at above on or about the 23rd inst.
For Freight etc., apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.
Hongkong, 3rd February, 1909. [125]

REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK.

S.S. "SURUGA".....About 23rd February.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.
Hongkong, 28th January, 1909. [126]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"ALDENHAM."

Captain St. John George, will be despatched at above on WEDNESDAY, the 3rd March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Surgeon and a duly qualified Surgeon are carried.

N.B.—To secure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, 12th February, 1909. [178]

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR

VICTORIA, B.C., SEATTLE & TACOMA,

VIA

MOJI, KORE AND YOKOHAMA.

Steamer	Tons	Captn.	Sailing Date
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Gymeric	1,002	J. C. A. Hall	19th Mar.
Kumari	6,232	F. S. Cowley	8th April
Imvire	4,779	R. J. Howie	6th May
Suvaric	6,232	Shotton	31st June

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to

DODWELL & Co., LIMITED
General Agents.

Queen's Buildings,
Hongkong, 16th February, 1909. [10]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG".....Capt. H. W. WALKER.

"KWONG SAI".....Capt. E. S. ORGUE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine New Steamers have unexcelled accommodation for First Class Passengers and are fitted throughout with Electricity, Electric Fans in First Class Cabin.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.50 each

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD.,

SHIU ON S.S. CO., LD.,

W. & O. Queen's Road West,
Hongkong, 28th Feb. 1909. [11]

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM

FOR STRAITS, OCEAN, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship

"BRITANNIA."

Captain S. Barcham, carrying His Majesty's Mails, will be despatched from HONGKONG, TO-MORROW, the 20th February, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Muller," 10,000 tons, from Colombo, Per. seagers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. "Egypt," due in London on 2nd April, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.
Hongkong, 19th February, 1909. [14]

FOR SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"DELTA."

Captain B. W. H. Snow, will leave for SHANGHAI, TO-MORROW, the 20th instant, at Daylight.

For Freight or Passage, apply to

E. A. HEWETT,
Superintendent.
Hongkong, 19th February, 1909. [14]

CHARGEURS REUNIS.

(FRENCH STEAMSHIP CO.)

REGULAR FREIGHT SERVICE TO AMERICA.

(CANADA, UNITED STATES, MEXICO, CHILI, RIVER PLATE, BRAZIL.)

Connecting at Vancouver with the CANADIAN PACIFIC RAILWAY.

OVERLAND Cargo taken for ALL CANADIAN and UNITED STATES PORTS.

THE Steamship

"AMIRAL DUPERRÉ."

Captain Marlin, will be despatched on or about the 27th inst. for SHANGHAI, JAPAN and SAN FRANCISCO, &c., as above.

S.S. "AMIRAL HAMELIN," Captain Debonnaire, will leave this port on or about the 20th March.

For further particulars apply to the Agent—

MESSAGERIES MARITIMES.
Hongkong, 2nd February, 1909. [18]

Intimations

GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$5.50 per Cask ex-Factory.

In Bags of 50 lbs. net \$8.25 per Bag ex-Factory.

SHEWAN TOMES & Co.,
General Managers.
Hongkong, 16th August, 1909. [36]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.

閣下路廣李

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

at

No. 39, DES VOUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Avenue to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.,

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1908. [144]

HONGKONG AVERAGE MARKET PRICES.

Corrected 19th Feb. 1909. 100 cts. per 5 lbs.

BUTCHER MEAT.

Beef sirloin & prime cut—Mei Lung Pa B 18
Corned—Ham Ngau Yuk 18
Roast—Shlu 18
Brest—Ngau Lam 13
Soup, Tong Yuk 18
Steak—Ngau Yuk Pa 18
Sirloin—Ngau Lau 28
Sausages—Ngau Yuk Chaung 26
Bolloche's Brains— " Know 10
Tongue fresh—Ngau Li 50
" corned—Ham Ngau Li 58
Head—Ngau Tau 80
Heart—Ngau Sum 82
Hump, Salt—Ngau Kin 18
Feet—Ngau Keok 7
Kidneys—Ngau Yiu 10
Tail—Ngau Mei 17
Liver—Ngau Con 12
Tripe (unpressed)—Ngau To 7
Galves' Head and Feet—Ngau-chai-tan-koek 12.00
Mutton Chop—Yeung Pui Kwai 22
Leg—Yeung Pui 22
Shoulder—Yeung Shan 20
Pigs' Chittlings—Chi cheung 22
" Brains—Chi Know 2
Feet—Chi Keok 11
Fry—Chi Chak 25
Head—Chi Tau 15
Heart—Chi Sum 8
Kidneys—Chi Yiu 24
Liver—Chi Koo 24
Pork Chop—Chi Pui Kwai 18
" Corned—Ham Chau Yuk 23
Leg—Chi Pui 23
Fat or Lard—Chi Yau 17
Sheep's Head and Feet—Yeung Tan 50
Keok 50
Heart—Yeung Sum 6
Kidneys—Yeung Yiu 9
Liver—Yeung Copi 74
Sucking Pigs, To Order—Chi Chai 32
Suet, Beef—Sang Ngau Yau 20
" Mutton—Sang Yeung Yau 12
Veal—Ngau Chai Yuk 21
Sausages—Ngau Chai Yuk Tong 20

FRUITS.

Almond—Hung Yau 30
Apples, (California)—Kam San Ping 24
" (Chafco)—Tin' Chuo Ping 24
" Small—Hoi Tong 24
" Oatard—Fan Lai Chi 24
Bananas, fragrant, Canton—Sang Shang 1
Heung Chiu 1
" (brides), Macao—San Heung Chiu 6
Cheestnuts, Chinese—Foong Lut 12
Garambols—Yeung Tou 10
Coconuts—Yeh Tai 10
Grapes—Sin Tai Tsai 10
Lemons, China—Ning Moong 7
" Amar—Kum San Ning Moong 6
Lichees, Small Stone—Lai Chi Con 25
" Fresh, Lai Chi 25
Limes, (Saigon)—Sai Kung Ning Moong 5
Mango, Manila—Lai Sang Moong 2
Mango, Saigon—Sai Kung Moong 2
Mangosteens, San Chuk Tar per 100 10
Oranges, Tim Chang 10
" Small—Tai Kut 10
" Mandarin—Tim Kut 10
Olives—Pak Lam 8
Passion Fruit 8
Pears, (American)—Kam San Shui Li B 10
" (Canton), Cooking—Sa Li 14
" (Shanghai)—Sheng Hoi Li 18
Peanuts, Fa Sang 10
Persimmons, Large, Hung Chiu 10
Pine-apples, 1st quality—Sheng Poon 18
" 2nd quality—Sheng Poon 8
" and cooking—Chung-tang 8
" Pawlaw 8
Platans—Tai Chiu 8
Plums, Swatow—Hung Lai 3
Pumelo, Siam—Chiu Lo Yau 15
Walnuts, Hop Tou 12
" Green—Sang Hop Tou 12
Shanghai Lo Kwai 15

POULTRY.

Chickens—Kai Chai 30
Capons, Large, Small—Sin Kai 28
Ducks—Ap 22
Doves—Pan Kan 18
Eggs, Hen—Kai Tai 20
Fowls, Canton—Kai 33
" Hainan—Hoi Nam Kai 28
Geese—Nga 20
Geese, Wild Shanghai—Sheng Hoi Ye 20
Nga 20
Musk Deer—Wong Keng 40
Hare—To Chai 70
Partridge—Chi Khoo 60
Pheasant—Shan Kai 10
Pigeons, Canton—Pak Kup 32
" Hollow—Hollow Pak Kup 28
Quail—Chi Chiu 35
Rice Birds—Wo Fa Cheuk 30
Sulps—Sa Chai 25
Turkeys, Cock—Fo Kai Kung 25
" Hen— " Na 50
Wild Ducks, Shanghai, Sulap 15
Teal, Shanghai, Sulap Chai 25
Wild Ducks Canton—Sang Shing Sulap 20

FISH.

Barbel—Ka Yu 11
Bream—Bia Yu 16
Canton Fresh Water Fish—Hoi Bia Yu 16
Carp—Li Yu 20
Catfish—Chi Yu 18
Codfish—Mun Yu 18
Grabs—Hoi 18
Gutted Fish—Mok Yu 18
Dab—Sa Mang Yu 18
Dace—Wong Mei Lun 18
Dog Fish—Chi To Sa 18
Kale, Congor—Hoi Man Yu 18
" Fresh water—Tam Sai Yu 18
" Yellow—Yap Shu 18
Frog—Tien Kai 18
Garou—Sek Pan 18
Gudgeon—Pak Kup Yu 18
Herring—Tao Pak 18
Hillbait—Chung Kwai Yu 18
Labrus—Wong Fa Yu 18
Loach—Wo Yu 18
Lobsters—Lung He 18
Mackerel—Chi Yu 18
Mopk Fish—Mun Yu 18
Mullet—Chai Yu 18
Oysters—Sang Hop 18
Parrotfish—Kai Kung Yu 18
Parch—Tan Lo 18
Pike—Fo Yu 18
Pomfret, Black—Hak Chong 18
Pomfret, White—Hak Chong 18
Prawns—Ming Ha 18
Ray—Pai Pa Yu 18
Rock Fish—Hoi Nam Kung 18
Rock—Chai Yu 18
Salmon, (Osea), fresh water—Ma Yu 18

VEGETABLES, &c.

Artichokes, Shanghai—Sheng Hoi Ah 6
Chi Chai 6
Beans, (French) Macao—Oh Moon Pin 8
" Tau 8
Beans, (French), Shanghai—Sheng Hoi 8
Pia Tau 8
Beans, Sprout—Ah Choi 8
Beans, Long—Tau Kok 2
Beet Root—Hung Chai Tai 2
Brinjals, Green—Chang Yuen Ker 4
Brinjals, Red—Hung Ker 4
Brassica—Pak Chai 4
Bamboo Shoots—Chook Shun 3
Cabbage, Chinese, com.—Kai Choy 10
Cabbage, Red—Kai Lan Tau 10
Cabbage, (Shanghai)—Yeh Chai 6
Cane Shoots, bunch—Kai Shun 10
Canflower, Large size—Tai Yeh Chai 15
" Fa 15
Canflower, Medium size—Chung Yeh Chai 10
Canflower, Small size—Sai Yeh Chai 8
Carrots—Kam Shan 6
Celery, Chinese—Tegk Kai Choy 4
Celery, English—Yeung Kan Chai 4
Celery, White—Pak Yeung Kan Chai 4
Chillies, Dried—Chi Lai Chai 35
" Red—Hung F 35
" Green—Chung Lai Chai 35
Corny Stuff, English—Ka Lee Chai Lin 8
Cucumbers—Cheng Kwai 6
Blister Squash—Fu Kwai 18
Garlic—Suen Tai 8
Ginger, young—Sung Tai Keung 18
" old—Lo Keung 18
Horse Radish, Shanghai—Lik Kan 20
Indian Corn—Suk Mai 18
Lettuce—Yeung Sang Chai 1
Water Chestnuts—Ma Tai 8
" Mandarin—Kwai Lun, Ma Tai 8
Musk Melon 1
Mushrooms, Fresh—Sung Chai Khe 1
Onions, Bombay—Yeung Chung Tan 8
" Green—Sung Chung Tan 8
" Shai—Sheng Hoi Chung Tan 8
" Japan—Yai Foon 8
Okroo—Mo Ker 8
Parsley, English—Yeung Un Tai 10
Grados-Pai 8
Green Pass—Chung Tan 8
Potatoes, Sweet—Yau Blo 8
" Shanghai—Sheng Hoi Shi 8
" Tiel 8
" Japan—Yai Foon Shu Tai 8
" American—Fa Ki 8
" Foochow—Fuk Chai Shu Tai 8
" Macao—Oh Moon 8
Pumpkin—Toong Kwai 8
Radish—Hung Lo Pak Tai 8
Rhubarb 8
Shallots—Chung Tan 8
Spring (Chinese)—Pau Chai 8
Spring—Yip Chai 8
Tomatoes—Yau Kheung 6
Turnip—Wai Tai 8
Turnips, Pui (Long)—Low Pak 8
" English—Yeung Lo Pak place 8
Vegetable Marrow—Chi Kwai 8
Water Cresses—Sai Yeung Chai 8
" Caltrops—Lau Koi 8
" Lily Root—Liu Ngan 8
Yam—Tai Shu 8
Sage 8
The prices necessarily vary from day to day and the Sanitary Board has no power to compel any holder to sell at the price shown.

A. GRACE
Secretary, Sanitary Board

SHARE QUOTATIONS.

Supplied by Messrs. R. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE PERCENTAGE OF LAST YEAR'S DIV.	CLOSING QUOTATIONS
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	{ \$1,500,000 \$14,000,000 \$15,500,000 }	\$2,005,774	{ Interim of \$2 for first half year @ ex 1/2 = \$1.00 }	51 1/2	\$85 buyers London 86
National Bank of China, Limited	99,925	£7	£6	{ £4,000 £150,000 }	\$10,323	\$2 (London 1/8) for 1903	...	\$51
MARINE INSURANCES.								
Qanton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$12,757 \$141,000 \$155,000 }	none	\$14 for 1907	7 1/2	\$190 buyers
North China Insurance Company, Limited	10,000	£15	£5	{ Tls. 150,000 Tls. 305,747 Tls. 118,277 }	Tls. 160,512	Final of 7/6 making 15/- for 1907	5 1/2	Tls. 100 sellers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$8,000,000 \$104,478 \$129,095 \$77,619 }	\$2,506,011	{ Final of \$15 making \$45 for 1906 and interim of \$30 for 1907 }	5 1/2	\$235 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$1,000,000 \$109,032 \$15,157 }	\$591,763	\$12 and bonus \$3 for 1906	8 1/2	\$190 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	{ \$1,000,000 \$146,097 \$15,502 }	\$372,422	\$6 and bonus \$3 for 1906	7 1/2	\$106 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,000,000 \$1,123,041 }	\$428,027	\$27 for 1906	8 1/2	\$330 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$24	{ \$7,000 \$264,638 }	\$1,015	\$1 for 1906	...	\$12 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ \$100,000 \$109,067 }	NIL	\$2 1/2 for year ending 30.6.1908	7 1/2	\$34 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$607,100 \$79,423 \$25,344 }	\$10,279	Final of \$2 1/2 making \$2 1/2 for 1908	8 1/2	\$18 1/2 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £100,000 £100,000 }	£13,755	{ 5/- for 1907 on Preference shares only @ ex 1/2 15/16 = 5s. 15d. }	5 1/2	{ \$38 buyers \$18 buyers }
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 Tls. 73,000 }	Tls. 14,510	Final of Tls. 1 1/2 making Tls. 3 1/2 for 1908	7 1/2	Tls. 52 buyers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	{ £1,000,000 £1,000,000 }	£63,857	Second interim of 1/- for a/c 1908	4 1/2	49 1/2 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ \$10,000 \$47,221 }	\$98	{ \$1.00 for year ending 30.4.1908 \$0.50 }	4 1/2	\$23 1/2
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 420,479 Tls. 73,000 Tls. 31,000 Tls. 12,000 }	Tls. 6,869	Final of Tls. 2 1/2 making Tls. 5 for 1907	11 1/2	Tls. 45 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$150,000 \$16,848 }	Dr. \$270,371	\$8 for year ending 31.12.07	...	\$130 sales
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ \$100,000 \$16,848 }	Dr. \$135,132	\$197	...	\$17
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 100,000 }	Tls. 9,173	Tls. 3 1/2 for year ending 31.12.07	...	100 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	{ £175,000 £12,289 }	£11,556	{ Final of 1/6 (coupon No. 11) for year end- ing 29.2.08 }	7 1/2	Tls. 16.55 sellers
Rub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £100,000 £4,871 }	Dr. £2,191	No. 12 of 1/16 = 48 cents	...	\$8 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$50,000 \$20,806 \$40,000 }	\$5,726	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$20,806 \$20,806 }	\$8,556	Final of \$2 1/2 making \$3 1/2 for 1907	7 1/2	\$46 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$20,806 \$20,806 }	\$8,556	Interim of \$4 for account 1907	8 1/2	\$92 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 607,357 Tls. 75,000 }	Tls. 33,742	{ Interim of Tls. 2 1/2 for 6 months ending 31st October, 1908 }	6 1/2	Tls. 78 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 75,000 Tls. 135,000 }	Tls. 23,626	Interim of Tls. 4 for account 1908	11 1/2	Tls. 165 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 15,000 Tls. 15,000 }	Tls. 6,531	Tls. 6 for 1907	6 1/2	Tls. 104 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ \$50,000 \$1,000 }	Dr. \$4,200	\$2 1/2 for year ending 30.6.07	...	\$14 1/2 buyers
Central Stores, Limited	50,125	\$15	\$15	{ \$1,000 \$648,975 }	\$9,178	\$1.50 for 1906	...	\$16 1/2 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$28,000 \$28,000 }	\$14,639	Interim of \$3 for account 1908	7 1/2	\$90 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$250,000 \$211,722 }	\$26,475	Final of \$3 1/2 making \$7 for 1908	7 1/2	\$93 buyers
Hampden Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$10,000 \$11,351 }	\$1,586	6 cents for 19 8	7 1/2	\$8.65 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ \$100,000 \$2,788 }	\$2,788	\$4 for 1908	5 1/2	\$304
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,235,045 Tls. 317,000 }	Tls. 142,404	{ Final of Tls. 3 and bonus of Tls. 2 making Tls. 5 for 1908 }	7 1/2	Tls. 120 sellers
Wait Point Building Company, Limited	12,500	\$50	\$50	{ \$100,000 \$1,000 }	\$1,000	Final of \$2 making \$4 for 1908	9 1/2	144 sellers
COTTON MILLS.								
Rwb Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,033 }	Tls. 8,820	Tls. 5 for year ending 31.10.1908	5 1/2	Tls. 90 buyers
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	125,000	\$10	\$10	{ \$20,000 \$20,000 }	\$9,553	50 cents for year ending 31.7.08	5 1/2	191 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000 Tls. 175,000 }	Tls. 8,372	Tls. 6 for year ending 30.9.06 (8 1/2)	...	Tls. 74
Loon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ \$100,000 Tls. 28,257 }	Tls. 6,868	Tls. 8 for 1906	...	Tls. 79 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 28,257 Tls. 28,257 }	Tls. 50,663	Tls. 50 for 1906	...	Tls. 275 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	£17 1/2	£17 1/2	{ £1,500 £25,000 }	£648	110/- per share or 1907 = \$1.037	11 1/2	\$9 buyers
China-Borneo Company, Limited	60,000	\$12	\$12	{ \$1,000 \$1,000 }	NIL	\$1.20 for 1907	10 1/2	\$112 sales
China Light and Power Company, Limited	50,000	\$10	\$10	{ \$1,000 \$1,000 }	61,138	60 cents for year ending 28.2.06	7 1/2	144 sales and b.
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$10,000 \$10,000 }	\$3,407	80 cents for 19 8	7 1/2	\$92 buyers
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	{ \$10,000 \$8,000 }	\$48	\$1.50 for year ending 31.7.08	5 1/2	\$14 buyers
Green Island Cement Company, Limited	400,000	\$10	\$10	{ \$12,000 \$12,000 }	\$5,078	Interim of 40 cents for account 1908	10 1/2	\$9.70 sellers
K. Price & Company, Limited	12,000	\$10	\$10	{ \$12,000 \$12,000 }	\$212	Interim of 40 cents for 9 months ending 31.12.07	8 1/2	\$12 buyers
Hall & Holt, Limited	21,000	\$20	\$20	{ \$12,000 \$12,000 }	\$19,077	\$2 for year ending 28.2.08	10 1/2	\$22 1/2 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ \$12,000 \$12,000 }	\$9,521	\$1 and bonus 20 cts. for year ending 29.2.08	6 1/2	\$19
Hongkong Ice Company, Limited	50,000	\$25	\$25	{ \$12,000 \$12,000 }	\$4,578	Interim of \$4 for account 1908	8 1/2	\$20 sellers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$12,000 \$12,000 }	\$8,191	Interim of \$1 for account 1908	7 1/2	\$25
Maatschappij tot Mijn. Bosch- en Landbouw- exploitatie in Langkat, Limited	250,000	Gd. 100	Gd. 100	{ Tls. 547,500 Tls. 27,803 }	Tls. 17,127	{ 4th Quarterly div. of Tls. 10 and bonus of Tls. 10 making Tls. 20 to date }	6 1/2	Tls. 830 sellers
Peak Tramways Company, Limited	25,000	\$10	\$10	{ \$12,000 \$12,000 }	\$7,471	{ 80 cents on fully paid shares and 6 cents on 1/2 paid shares for year ending 30.4.08 }	6 1/2	\$14
Philippine Company, Limited	75,000	\$10	\$10	{ \$12,000 \$12,000 }	NIL	None	4 1/2	\$8
Shanghai Gas Company, Limited	14,000	Tls. 50	Tls. 50	{ Tls. 100,000 Tls. 14,220 }	Tls. 6,063	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2	Tls. 121 sellers
Shanghai-Sumatra Tobacco Company, Limited	80,000	Tls. 30	Tls. 30	{ Tls. 14,220 Tls. 35,000 }	Tls. 8,491	Final of Tls. 9 making in all Tls. 14 for 1907	11 1/2	Tls. 225 sales
Shanghai Waterworks Company, Limited	25,000	£20	£20	{ Tls. 100,000 Tls. 100,000 }	Tls. 58,112	Final of 17/6 making 5/6 for 1907	...	Tls. 437 1/2 sales
South China Morning Post, Limited	10,000	\$15	\$15	{ \$12,000 \$12,000 }	Dr. \$56,622	None	...	\$24
Steam Laundry Company, Limited	20,000	\$5	\$5	{ \$12,000 \$12,000 }	\$236	40 cents for year ending 31.5.08	7 1/2	\$11 sales
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 4,000 }	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	5 1/2	Tls. 94 buyers
Union Waterboat Company, Limited	50,000	\$10	\$10	{ \$12,000 \$12,000 }	\$112	80 cents on 9,000 ord. shares and \$10.80 on 100 Founders shares for yr. end. 31.5.07	6 1/2	\$13 buyers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$10	{ \$12,000 \$12,000 }	\$6,418	Interim of 30 cents a/c 1908	6 1/2	\$9 sales
Watson, (A. S.) & Co., Limited	20,000	\$10	\$10	{ \$12,000 \$12,000 }	\$3,495	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$4
William Powell, Limited	15,000	\$7	\$7	{ \$12,000 \$12,000 }

* These shares are entitled to half of the profits.

DIVIDENDS PAYABLE—

Hongkong & Shanghai Banking Corporation	£25/-
Hongkong and Whampoa Dock Company	\$4
Hongkong Ice Company, Limited	\$15
Hongkong Rope Manufacturing Co., Ltd.	\$15
China Fire Insurance Company, Limited	\$8

February 20th
" 22nd
" 27th
March 4th

Consignments.

NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"BANCA"

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—
From Persian Gulf, via B.S.N. and E. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 22nd instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 16th February, 1900.

NORDDDEUTSCHER LOYD, BREMEN

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINCESS ALICE"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 19th of February, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th of February, at 9.30 A.M.

All claims must reach us before the 23rd of February, 1900, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

NORDDDEUTSCHER LOYD,
MELCHERS & Co.,
Agents.
Hongkong, 12th February, 1900.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PALAWAN"

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 20th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 13th January, 1900.

S.S. "TOURANE"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex s.s. *Medos* and *Dordogne* and from Bordeaux ex s.s. *Ville d'Arras*, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 22nd February, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 22nd February, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 22nd February, at 3 P.M.

No Fire Insurance has been effected.
P. DE CHAMPMORIN,
Agent.
Hongkong, 15th February, 1900.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Collars and Cuffs renewed on old ones.

Ladies

The Hongkong Telegraph.

MAIL SUPPLEMENT.

(ESTABLISHED 1881)

NEW SERIES No. 6005

號九十月正年元統宣

FRIDAY, FEBRUARY 19, 1909.

五拜禮

號九十月二英港香

SINGAPORE

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and to warn sellers of drink and drugs, and other persons, against supplying the inebriate with the same; supply after warning to be an offence under the Act." If in the opinion of the guardian these powers are insufficient to enable him to exercise proper control over the inebriate, this should form a ground for compulsory measures to be applied. Power to petition for a compulsory order is to be given to "a relative, friend, or guardian voluntarily appointed." The petition is to be accompanied by a medical certificate (unless the inebriate has refused to submit to medical examination) and by a statutory declaration, signed by the petitioner, and at least one other person, that the alleged inebriate is a person to whom the Act applies. The "judicial authority" is then to visit him, or summon him before them, and the proceedings (at which both parties may be represented by solicitors or counsel) should be held in private if desired by the inebriate. Before making an order the judicial authority is to point out to the inebriate the advantages of the voluntary guardianship, and when the order is made, the judicial authority should exercise discretion as to its nature. "Guardianship is a less severe measure than detention, and should always be resorted to when practicable and likely to meet the needs of the case." A compulsory order of guardianship would give the guardian power:— "To prescribe for the inebriate a place of residence either in the house of the inebriate or in that of the guardian, or in that of a licensee under the Act, but in no other place; to place him in the care of a custodian, being a licensee under the Act; to deprive him of intoxicants, and prevent him from obtaining them; to prevent him from leaving the prescribed residence unattended by a responsible person; to require him to submit to the attendance of such nurses or attendants as the guardian may think necessary; to warn sellers of drink and drugs, and other persons, against supplying him with any article which may be an offence under the Act." The guardian, or custodian, should have power "to release the inebriate on parole, with or without conditions, and to relax the discipline as to not leaving the residence or submitting to attendants and nurses." A "judicial authority" is defined as a judge of the High Court, county-court judge, recorder, stipendiary magistrate, any two justices, or any justices of the peace specially appointed by quarter sessions. Orders may be made for the detention of inebriates in retreats, or in reformatories, magistrates to have power to send them to the latter in addition to or in substitution for prison on summary conviction for other offences, including neglect of or cruelty to children. The condition that three previous convictions should be proved before an inebriate can be sent to a reformatory is to be abolished; and the content of the inebriate to be dealt with summarily is no longer to be necessary. It is further suggested that a Treasury grant should be made to After-Care Associations to induce them to render assistance to inebriates on their release from reformatories; that the State should, at its own cost, provide for the accommodation and maintenance of all inebriates committed by the Courts; and that existing reformatories, so far as they are found adaptable to a general scheme, should be taken over by the State; and that the State should provide any further reformatory accommodation which is found to be necessary. The State, when with the local authorities, is to provide for the maintenance in retreats of the inebriates who cannot otherwise be suitably provided for, and power to recover contributions from relatives will be given. The State reformatories lately started at prisons for troublesome cases are to be continued, and one new institution specially provided for this purpose is recommended. There is also a proposed development of the system of probation introduced by last year's Act for ordinary offenders. If the offender is an inebriate the committee propose that the probation order should include conditions that the probationer shall not be intoxicated, or take intoxicants, and that he should be subject, for a specified time, to the supervision of a probation officer—"we are strongly of opinion that this officer should not be a member of the police force." Courts of Quarter Sessions and Assizes will also be empowered to commit direct to reformatories, but to suspend the operation of the order pending the result of a trial on probation. If this passes satisfactorily, the person is to stand completely discharged. The committee propose to define "inebriate" as follows, substituting it for "habitual drunkard," the term used under the present law:—"An inebriate is a person who habitually takes or uses any intoxicating thing or things, and while under the influence of such thing or things, or in consequence of the effects thereof is: Dangerous to himself or others; or a cause of harm or serious annoyance to his family or others; or incapable of managing himself or his affairs, or of ordinary proper conduct." Mr. Ryland Adkins, M.P., one of the members of the committee, dissents from the power given to a judicial authority to order the detention of an inebriate, at any rate for more than six months, without the inebriate having the right to go before a jury, if he chooses, with the consequential rights under the Criminal Appeal Act, 1906.

THE DEPRESSION IN THE SHIPPING TRADE.

(15th February.)

In the review of the shipping trade during last year, now coming to hand, a vein of pessimism runs through most of them, and indeed one firm declares that while "it appears to be the ambition in the present

day to establish 'records,' it has been the misfortune, not the ambition, of the shipping industry to establish a record of the most unsatisfactory year's trading that ship-builders and ship-owners have ever known." Of course that is the language of exaggeration, carried to excess, and its use in a statistical business can only be attributed to the despondent feeling of the writer who has probably been seriously affected by the general depression. The year began inauspiciously because when the shipbuilders abdicated the men that a reduction of wages would be necessary owing to the state of trade, the latter resisted the proposition and they were locked out. After five months' idleness the men accepted what they had throughout been offered, and returned to work at the end of May. At the same time the North East Coast Engineers' men were on strike, and only accepted what they had before refused after seven months' idleness, and returned to work at the end of September. The shipping trade has benefited by the restriction of output through these strikes, with the exception of a few orders that have been lost, but the men's societies have been greatly impoverished, and the spirit of the men has shown of disregard of the interests of their societies' officials has caused the employers to resolve upon more resolute action in the future by deciding not to allow the temporising that has taken place in the past, of which so much advantage has been taken, but that all questions of wages shall hereafter be dealt with simultaneously in English and Scotch yards. It is to be noted as one result of the depression that shipowners both in Great Britain and abroad have had their attention called to the serious loss entailed financially by the wasteful competition that exists. Mr. John White writing on this aspect of the question evidently from the owners' point of view observes:—"During the year arrangements, which it is to be hoped will continue, have been made between the various important lines in the Atlantic trade to terminate the rate-cutting in passenger rates. Similar peaceful arrangements have been made in connection with the general cargo freights between Brazil and the Continent and United States; in the general trade between the United States and West Indies; the United States and Mediterranean trade; also between many large German companies trading in many different directions. The acute depression has been evidenced by the laying up of steamers in foreign ports, such as in the East, River Plate and Mediterranean, with their crews on full pay. The tonnage laid up at home and abroad is about 1,000,000 tons of steamers. About 50 Greek steamers were laid up at one time in the Piræus, which is proof of the wretched condition of the Mediterranean trade, for it is certain no ship can make a profit if her Hellenic friends cannot." It may be observed that the simple effect of the owners' action is to create a series of gigantic rings, which it is claimed have worked so much damage to British interests in Singapore and Penang. The production of the past year in the British yards has been about 900,000 tons of merchant steamers—only a little more than one-half the production of the previous year, and much less than one-half the total in 1906. Of the past year's production, one-fourth was built by three yards—viz., Messrs. Harland and Wolff, Belfast, 106,528 tons; Messrs. Workman, Clark and Co., Belfast, 50,303 tons; Messrs. Swan, Hunter and Wigham Richardson, 61,800 tons. The production of the past year is the smallest for 20 years, with the exception of 1893; but it must be remembered the tonnage of steamers (as more effective than sailing ships), although a good proportion represents special vessels, such as fast passenger boats, and an increasing number of oil-carriers—a trade now employing many steamers. The tonnage for the foreign owners represents a small amount only of the past year's production, and few orders for these owners have been given during the year. Foreign owners have suffered equally, if not more acutely than British owners, in their various services; indeed, some orders for new steamers for Continental account are reported to have been cancelled. Japanese shipbuilding and owning, which developed so rapidly, has suffered severely, notwithstanding the subsidies given by the Japanese Government. With regard to the trade in the Far East, it is recorded that business is in the most deplorable condition, necessitating even Japanese tonnage to lay up. The low rate of five cents per picul accepted, Saigon to Hongkong, is proof of this. Rates from West Coast America have been extremely low, produced by the large amount of tonnage sent out with coals for the American fleet. This caused a number of steamers to be seeking employment, many of which had to book to Australia and accept very low rates for time charter there, as low as 2/- per ton d.w. being accepted. The case oil trade from the United States to Australia, China, and Japan has employed a large amount of tonnage, but at low rates. Indian business, coasting and homeward, has been very poor throughout the year. At the same time the prospects are stated to be brightening and the reduced production of tonnage during the past two years has contributed to readjust the position created by the over-supply of speculative production in previous years.

ON OPIUM.

(16th February.)

Some exceedingly trenchant, not to say sarcastic, home-thrusts aimed at the opium trade and the Commission at Shanghai appear in the latest issue of the *Strait Times*. The reference is primarily concerned with the Colombo Opium Bill, which, it seems, has

been withdrawn pending the report of the Shanghai Commission. "Humorously—our contemporary remarks that it does not know why any bill should be introduced or dropped because of the proceedings which are taking place at Shanghai. But, from some of the remarks which have been made on the meeting it would appear that a certain number of people are still under the delusion that the delegates of the various countries have assembled for the purpose of holding an impartial inquiry into the cultivation, the commerce, and the consumption of opium. That is most certainly not the case. Anyone who takes the trouble to cast an eye over the form of invitation issued by the United States will find that the inquiry of opium using was taken for granted, and all that those participating were asked to consider was how to put an end to it. We do not seem an authentic text of the instructions given to Sir Clement Smith and his colleagues on behalf of the British Government, and some of the recent actions of that Government quite prepare us to find that it may be as careless of British interests as if they had been drafted at Peking. On the other hand, we find some difficulty in believing that the senior British delegate would have taken a voyage to the Far East merely to say ditto to a number of persons who have never looked at more than one side of the question, and who must be densely ignorant in regard to many of its most important features. In regard to Colombo, and indeed, to all places where the majority of the population are non-Chinese, we can fully appreciate the expediency of having a restrictive system of the most drastic description. It was no part of the duty of our local Commission to inquire into the effects which the use of opium has on Europeans or Indians comparatively with its effect upon Chinese, but there is a far greater tendency among both to go to excess in the use of any stimulant or narcotic than there is among the markedly phlegmatic and frugal Chinese. For that reason we have not a word to say against the bill passed the other day by the American Senate forbidding the importation of opium except for medicinal purposes. As far as the Chinese who have been accustomed to it are concerned, smugglers and down-at-heel doctors will supply all their reasonable needs, and there is no harm in keeping it as far away from other people as possible. In China itself, either inside or outside spheres of British administration, the position is entirely different. There we have to deal with a settled habit of thousands of the people, and not one which can be regarded as a wholly useless indulgence. Even Bishop Oldham was convinced by the evidence he heard in the course of the Straits Commission inquiry that a great many of the Chinese consider opium necessary to the preservation of their health, and it is quite certain, whether the belief be well-founded or not, that there must be overwhelming justification for interfering with personal liberty in such circumstances. With anything that China may do in the way of restricting personal liberty we have no concern. She is entitled to impose the death penalty upon opium smokers if she thinks fit, but she is not entitled, under the treaties she has made, to call upon Englishmen to sacrifice all their opium trade, unless she gives conclusive proofs that in the first instance she will take effective steps to stamp out cultivation of the poppy in her own territories. The Shanghai conference seems to have met in something of a mutual admiration society spirit. China, with, we know not, how much tongue in her cheek, says she has resolved to eradicate this evil, and all the countries which do not grow opium or conduct any trade in it worth speaking of praise her resolution and give assurances (which will cost them nothing) of ready assistance. England with a huge revenue in India at stake and with the incomes of two or three great colonies in danger of being wiped out, is divided between a desire to look as pious as her neighbours, and to preserve her reputation for financial sanity. We fear, however, that the false step was taken when a promise was given to reduce Indian production and export of opium in 1906. The wiser course at that date would have been to inform the Chinese Government that we would not stand in the way of her desire to introduce a reform, and that on receiving independent evidence that cultivation of the poppy was being stopped in China we would undertake to stop it in our own possessions to a proportionate extent. That would have been a far more effective way of helping the reform than the ten-year system of reduction actually adopted. In the one case there would have been a clear inducement to China to see that reduction did actually take place. In the other we are blindly assisting to create for the Chinese a most valuable monopoly, and, if anyone supposes that they will cast it away a few years hence, all that need be said is that they live long enough they will be convinced of their error. But whatever other countries may do, we protest emphatically against the representatives of Great Britain entering into any pledges such as the American Government suggested. This Colony has not been consulted directly or indirectly as to the conference at Shanghai, and it ought to be left perfectly free to deal with the opium question as it thinks proper, having regard to the moral and material interests of its people. How that can be done has been pointed out most clearly by Mr. John Anderson and his colleagues of the Opium Commission. They would make indulgence more difficult, especially in the F.M.S., and prevent the abuses which may be possible under the present conditions, but they would not take away a privilege when there is nothing to show that it has been seriously abused. It

remains to be seen how far the British delegates at Shanghai will be able to escape from the compromising position they have been placed in through their Government's desire to deal courteously with an American invitation.

THE FUTURE OF MANCHURIA.

(17th February.)

There could be no more ample or definite demonstration of the change that has taken place within the last few years in the condition of the vital forces of the Chinese Empire, and of the existence of a power in the Chinese body politic hitherto little appreciated by outsiders than that afforded by the Manchurian status quo, writes Mr. Walter Kitson, in the *China Saturday Review* (London), and from which we reproduce the following article. Similarly there are few, if any, more potent indications of the latent strength of the vast aggregation of territories under the sway of a Manchū Emperor than those disclosed by a comprehensive analysis of the possibilities contained in that dependency of China proper which aforetime cradled his ancestors. It is not five years since Manchuria was the scene of world-shaking events which have left a more or less sinister impression upon the minds of men. She is still the scene of a struggle which, while of a less sensational character, is destined to prove of an equal if not a superior epoch-making description. The spasmodic toll of war has given place to the no less strenuous but infinitely more enduring strife of peace and commerce, and Manchuria, once the cockpit of the Far East, is now in the throes of a labour which, properly supervised and protected will produce a progeny of prosperity such as few other portions of the earth's surface have presented to a welcoming world. Situated in a zone which, while subject to extremes of temperature at the solstices, is essentially a temperate one, the climate is conducive to the highest potentiality in human effort, and the country, possessing as it does a store of natural wealth unexcelled in value or extent by any other similarly constituted area, affords a field for exploitation second to none right round the world and back again. In a country such as Manchuria, where the first stage of development on modern lines was effected but yesterday, so to speak, which pertains more to the character of a colony, in need of pioneering and settling, than any of the eighteen provinces, which has come under the searchlight of political publicity inseparable from war, and which, having once entered upon a programme of modernism, is now virtually dependent for its progress and ultimate prosperity upon the instruments so created, it will be obvious that machinery which in highly developed countries pertains almost solely to the domain of commerce is here invested with certain attributes of sovereignty. Rail-power on land is on terms of strategic equality with sea-power on water, and under the conditions with which not only Manchuria but the whole Far East—to say nothing about localities farther afield—are at present confronted, strategy is as essential in commerce as it ever has been or will be in war. As an agent in the government and development of any country, the locomotive is infinitely more potent than either the diplomatic or military art. Thus, with this great agent in the hands of alien Powers, with the nations of those Powers swarming at every crouch of strategic advantage, with the debris of conflict still cumbering the land, and the machinery of civil administration thrown completely out of gear, the task of reconstruction may well have led to trepidation on the part of the most experienced statesman and caused the stoutest-hearted to blench.

THE PROGRESS OF SHIPBUILDING.

In a recent issue, reference was made to the depression in the shipbuilding trade in Great Britain during the past year and the exceedingly unfavourable conditions that were experienced. Now we have received the official account from Lloyd's, which is, of course, severely practical, and leaves the reader to form his own conclusions, and from all we can discover it would seem that the actual results are by no means so unsatisfactory as might have been thought from a first impression. It appears that during 1908, exclusive of war ships, 523 vessels of 929,669 tons gross (viz., 454 steamers of 914,570 tons and 69 sailing vessels of 15,099 tons) have been launched in the United Kingdom. The war ships launched at both Government and private yards amount to 36 of 74,186 tons displacement. The total output of the United Kingdom for the year has, therefore, been 559 vessels of 1,003,855 tons. It is true that the output of mercantile tonnage in the United Kingdom for last year was the lowest on record, but it would be foolish to expect that high results are to be the invariable rule. As was pointed out in the previous article, the decrease in tonnage launched was to a large extent the corollary of the numerous strikes which occurred although that point does not appear in Lloyd's summary. The increasing tendency to build steamers of large size has been again apparent in the output of the United Kingdom for 1908. During the four years, 1894-5, on an average, eight vessels of 6,000 tons and upwards were launched per annum in the United Kingdom; in the following four years, 1896-7, the average rose to 25, and to 39 for the four years 1900-3, and dropped to 27 for the four years 1904-7. During 1908, 28 such vessels were launched. Of

vessels of 10,000 tons and upwards, only three were launched in the four years 1894-5, 17 were launched during the four years 1896-7, while 32 were launched during the four years 1900-3, and 20 during the four years 1904-7. During 1908, ten vessels of 10,000 tons and above were launched, the names of which are given, while at the present time 20 vessels of over 6,000 tons and 12 of over 10,000 tons are under construction in British yards. Of the total output, 160 per cent., or 554,995 tons (547,080 steam tons and 7,915 sailing tons), has been built for registration in the United Kingdom. In this connection, it should be noted that the tonnage of United Kingdom vessels lost, broken up, &c., during the last twelve months appears, from the information at present in the possession of Lloyd's Register, to have been 176,690 tons (142,110 steam, 34,580 sail). Sales to Foreign and Colonial owners for the twelve months ended November, 1908, according to the Registrar General's Returns, reached a total of 262,866 tons (209,575 steam, 53,291 sail). On the other hand 2,050 tons (all steam) were built abroad for United Kingdom owners, and purchases from foreign and colonial owners during the same period amounted to 51,551 tons (46,997 steam, 4,554 sail). The sailing tonnage of the United Kingdom would thus appear to have decreased by about 75,400 tons, and the steam tonnage to have increased by 245,000 tons. The net increase of United Kingdom tonnage at the end of 1908 is therefore about 169,600 tons. For the previous five years the estimated net increase was as follows:—1903, 405,000 tons; 1904, 429,000 tons; 1905, 469,000 tons; 1906, 764,000 tons (the highest figures on record); 1907, 126,800 tons. Glasgow heads the list of shipbuilding centres, with 233,830 tons launched, followed by Newcastle, Belfast, Greenock and Sunderland. As regards the movement of the shipbuilding industry during the course of 1908, Lloyd's Register Returns show that, at the opening of the year, irrespective of war ships, 948,800 tons (936,378 steam, 12,422 sail), were being built in the United Kingdom. The returns for the March quarter indicated a decrease of over 100,000 tons in the work in hand, and those for September a further decrease of 114,000 tons. A slight increase has since then taken place, and at the present time the tonnage under construction amounts to 764,520 tons, which, however, is only 544 per cent. of the total for June, 1906. The total warship tonnage under construction to the country is now 219,277 tons, displacement as compared with 268,717 at the end of 1907. With regard to the colonies and foreign countries, the figures under that heading are also considerably below those of previous years, the total number of vessels launched being 882 of 905,017 tons, a decrease of 266,000 tons as compared with the previous year. The leading place is taken by the United States, while Germany, France, Japan, Holland and Norway follow in the order named. Taking the United States first as an evidence of the fact that the shipbuilders of Great Britain were not the only sufferers by the depression, it appears that the total mercantile tonnage reported from that country (304,543 tons), is 170,000 tons smaller than that of the previous year; the decrease in the tonnage built for service on the Great Lakes being no less than 111,000 tons. With reference to Germany, the returns show a decrease of over 67,000 tons in the shipbuilding output as compared with last year. During the years 1900-1904 the average yearly output was about 204,000 tons. In 1905, 255,000 tons were launched, and in 1906, 318,000 tons. Since then there has been a considerable decrease, the present figures (207,800) being 110,000 tons less than two years ago. It should be stated, however, that these figures do not include vessels launched on the upper rivers, the total of which amounts to over 18,000 tons. The largest steamers launched in the country during 1908, were the *George Washington*, of about 25,500 tons (this being also the largest steamer launched in the world during the year), and the *Cincinnati*, of about 20,000 tons. Five other steamers of between 6,000 and 10,000 tons were also launched, and two of between 15,000 and 20,000 tons. In France, however, there is an increase in the tonnage launched of 22,000, due to the building of six steamers of 6,000 tons and upwards. The figures for Japan (59,735 tons) show a slight decrease as compared with those of 1907. They include four steamers of about 8,600 tons each. At the present time there are under construction nine steel steamers of over 72,000 tons; the largest being one of 13,500 tons, to be fitted with turbines. The returns under review show that the general increase which had taken place during 1907 in the output of most of the other countries has not been maintained in 1908. With the exception of Austria-Hungary, where an increase of about 15,000 tons has taken place, there has been considerable reduction in the total tonnage launched. It may be noted that the tonnage launched during 1908, the United Kingdom has acquired over 304 per cent. Of the total merchant tonnage output of the world during 1908, 504 per cent. was launched in the United Kingdom; but, if only seagoing steel steamers of 3,000 tons gross and upwards be taken into account (thus excluding vessels trading on the North American Lakes), out of the total of 179 such steamers, 1,050,741 tons launched in the world, over 63 per cent of the tonnage has been launched in the United Kingdom. It will be apparent then that British shipbuilders in the shipbuilding trade even in dull days have been experienced. The returns are not nearly so gloomy and disappointing as have been expected, and the prospects are not fair for better times this year.

The Hongkong Telegraph

MAIL SUPPLEMENT,
ISSUED GRATIS TO SUBSCRIBERS.

HONGKONG, FRIDAY, FEBRUARY 19, 1909.

FOR INEBRIATES.

(13th February.)

Some interesting recommendations are made by the Departmental Committee appointed by the Home Secretary to consider the working of the law relating to inebriates. The chairman was Sir J. Dickson-Poynder, M.P. According to a summary appearing in the *London Morning Leader*, the committee recommend a new Act consolidating the various inebriate statutes from 1879 to 1899, and extending the law in important respects. It is suggested that inebriates should be allowed to enter into a legal obligation before a justice of the peace to abstain from intoxicants for a specified period, not less than one year. Inebriates are also to be allowed to apply voluntarily to a magistrate for an order of guardianship. The term may be for any period named by the applicant, not exceeding a year; and he will name his own guardian. The magistrate must satisfy himself that the applicant is an inebriate and understands the nature and effect of his application. The powers of such a voluntarily-appointed guardian would be:—"To prescribe for the inebriate a place of residence, either in the house of the inebriate or in that of the guardian; to deprive him of intoxicants, and prevent him from obtaining them; to require him to submit to the control of nurses or attendants, in so far as the guardian may consider necessary;

THE GOVERNOR'S VIEWS

THE RACES.

STEWARDS—His Excellency Sir F. J. D. Legard, K.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral the Hon. Sir H. Lambton, K.C.B., K.C.V.O., A.D.C.; His Excellency Maj. Genl. R. G. Broadwood, C.B.; Commodore H. Lyon, R.N.; The Hon. Sir Paul Chater, Kt., C.M.G.; The Hon. Mr. F. H. May, C.M.G.; The Hon. Mr. W. J. Gresson; Messrs F. B. Deacon, G. Friedman, J. A. Jupp, J. C. Peter, C. H. Ross and H. P. White.

STEWARDS IN CHARGE OF THE SCALE—Messrs F. B. Deacon and G. Friedman.

HANDICAPPER—Maj. Genl. Broadwood and Mr. J. A. Jupp.

JUDGE—The Hon. Sir Paul Chater, Kt., C.M.G.

ASSISTANT JUDGE—Mr. C. H. Ross.

STARTER—The Hon. Mr. F. H. May, C.M.G.

SECOND STARTER—Mr. H. J. Gedge.

TIME KEEPER—Mr. T. S. Forrest.

HON. TREASURER—Mr. J. F. O'Connell.

CLERK OF THE COURSE—Mr. T. F. Hough.

16th inst.

The annual race meeting held under the auspices of the Hongkong Jockey Club was begun at the Race Course in the forenoon to-day.

A dense fog hung over the Valley until shortly before the starting bell, but before the start for the first race entered the field the veil of mist had lifted and a bright warm sun shone over the green carpet, giving the scene around all the beauty and colour of a summer's day.

The private stands both within and without the enclosure were their usual gay aspect. From the stand of the sister Services near the entrance to the first owner's stand at the far end of the paddock there was displayed a profusion of bunting and evergreen usually associated with the embellishments of the buildings within the Valley during our great race carnival.

The Grand Stand, since the last meeting, has been altered out of recognition. The structural improvements carried out by the firm of architects, Messrs. Leigh & Orde, under the personal supervision of Mr. A. Bryer, have afforded increased accommodation for the thousands of visitors who watched the races from the Stand to-day.

Alterations include the doing away with the old flight of steps and in place of it several long tiers of concrete-rendered steps give the front of the Stand the appearance of a gallery on which the spectators obtained an excellent view at every stage of the racing.

Under the roof, over which the familiar colours of the Jockey Club floated in the breeze, increased accommodation was also provided. Long rows of seats gave plenty of room for the ladies who availed themselves of the stand during short respites from promenading on the turf below.

The ladies, with their pretty dresses, came in greater numbers after lunch, and during the afternoon the crowd of well-dressed natives watched the day's sport with keen interest.

The private stands and the booths had their full complement of patrons. The Club Lusitano had its booth exclusively for its members.

The Band of the Buffs discoursed pleasing music throughout the day, which went a long way to add enthusiasm to the large number of citizens who had gathered at Happy Valley to enjoy a day's entertainment under ideal circumstances both as to the atmospheric condition and the splendid racing provided by the numerous stables.

The Police, under Chief Inspector Baker, as usual, maintained excellent order, and the Tramway Company is to be congratulated upon the service of cars maintained throughout the day.

Mr. G. W. Gegg was the first jockey to be weighed out. There were sixteen ponies entered for the opening race of the day. It was a poor race after a wretched start; a protest entered against the starting was not sustained, and the race went to Backstay who, with Highland Laddie, had the benefit of a lead from the bunch on the start of the flag.

The Governor, before the commencement of the second race. With His Excellency was Miss Henniker, attended by Capt. Taylor and Simon, A.D.C.'s to the Governor.

The Maiden Stakes was an easy win for Mr. Buxey's Little Gem Rose, Mr. Burkill riding. The jockey received an ovation after his win. Mr. Mody again carried off another race in the Victoria Stakes with Jubilee Rose who, with his stable companion, gave a good race for Seaford, who finished third after a splendid contest for honours. Out of three races so far Buxey's stable secured two. Our "Bader" then won two out of the first three races of the day. Mr. Buxey was successful for the third time in the day, and won another exciting race with a close finish with Little Dot Rose ridden by Burkill. After this race there was an adjournment for lunch.

Fochoy Cup was the race immediately after luncheon. Glorious Rose had the easiest of wins in this race. Starting with a considerable lead, he was never threatened. Burkill won hands down, making the fourth consecutive win for Mr. Buxey out of five races.

Inclusive of the sixth race of the day there were no surprises and when Missouri brought the "Crimson" winner home a winner in the Trial Plate, the victory went to the hot-test favourite, Missouri is a fancied candidate for the blue ribbon to-morrow; his last quarter time did not seem to have raised him in the estimation of his patrons against the Little Gem Rose, a previous winner in the day. Barry won the Garrison Cup without any difficulty. The race for the Professional Cup was a very exciting one between Réve d'Or Rose and Volga, the latter managing to wrest the honours from the Rose by only a neck. Strathdallas showed up poorly at this race, finishing fourth, thus giving poor promise to carry off the Derby to-morrow. It looks as if the race will go to Little Gem Rose. The tamer race of the day was the Hongkong Club Cup when Spring Rose and Cockcomb were the only two ponies that faced the starters. The win was a foregone conclusion for Spring Rose, and was won by Swan after a capital race.

Mr. Toog led the pony home after the race.

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Mr. Wheeler's Pip, 1st 11b (Hanson) 0
Mr. Magpie's Sturdy, 1st 11b (Dupree) 0
Mr. Elbow's Regal, 1st 11b (Blackman) 0
Mr. Christian's Droschkengaul, 1st 11b (Peterson) 0
Mr. H. Humphreys' Mummy, 1st 7b (Humphreys) 0

* 1lb overweight.
* 1lb allowance.
* 1lb overweight.

The large field of sixteen ponies started for the first race. As in last year, Mr. Gegg was the first jockey to face the clock of the scales.

After a false start, the field was got away with three ponies at the starting post. From a very bad start, Highland Laddie led the field for several lengths with Backstay following and the fancied Gunduck third. The rest were all in a bunch with the exception of the three left at the post. At the village head Highland Laddie maintained the lead which he had soon to surrender to Backstay who led all the way home and won easily from Highland Laddie.

A protest was entered after the race against the start; but the officials ruled the result a race, the protest was not upheld.

Time: 1:00 1/5.
Winner: \$18.30.
Cash Sweeps: 1st \$340.20; 2nd \$97.20; 3rd \$48.60.

Part-mutual: 1st \$6.70; 2nd \$7.00; 3rd \$6.40.

2.—THE MAIDEN STAKES—Value \$500. Second to receive \$150; and third \$75. For China ponies, weight for inches as per scale. Subscription griffins on date of entry. Weight for inches as per scale. Subscription griffins of this season 1908-1909 allowed 7 lb. Entrance \$10. Three quarters of a mile.

Mr. Buxey's Little Gem Rose, 1st 12lb (Burkill) 1
Mr. John Peel's Garth, 1st 12lb (Gresson) 2
Mr. G. Q. Henriques' Grey Back, 1st 8lb (Henriques) 3

Mr. Olympia's Achilles, 1st 12lb (Schroor) 1
Messrs. Toog and Speelman's Desiré, 1st 12lb (Hayes) 2
Mr. Ellis Kadourie's Wasiri Chief, 1st 12lb (Vida) 3

* 1lb allowance.
* 1lb overweight.

Mr. Buxey's Derby pony started the favourite for the race and justified anticipations. After the fall of the flag when the sextette showed out of the bush Grey Back was in the front pursued by Little Gem Rose, and several lengths behind him followed Gresson's mount, Achilles brought up the rear. There was no change in the positions for the first furlong of the race. As soon as the field came down the hill Burkill called upon the Little Gem, and in less than two miles the black pony shot up to the front. He held the premier position unchallenged and cantered home as easy winner by several lengths. The race for second place was a capital one. Garth securing it by a length.

Chief finished last in the race.

Time: 1:37 2/5.
Winner: \$57.00.
Cash Sweeps: 1st \$58.50; 2nd \$171.00; 3rd \$85.50.

Part-mutual: 1st \$5.50; 2nd \$11.50; 3rd \$13.60.

3.—THE VICTORIA STAKES—Value \$500. Second to receive \$150; and third \$75. For China ponies, weight for inches as per scale. Subscription griffins on date of entry allowed 5 lb. Subscription griffins of this season 1908-1909 allowed 10 lb. Entrance \$10. One mile.

Mr. Buxey's Jubilee Rose, 1st 12lb (Burkill) 1
Mr. Buxey's York Rose, 1st 12lb (Mackie) 2
Messrs. Findlay and Moir's Seaford, 1st 12lb (Vida) 3
Major Eaton's Game Chick, 1st 12lb (Scarlett) 4

Mr. Darius' Rubber Tree, 1st 12lb (Gegg) 1
Messrs. Toog and Speelman's Double Zero, 1st 12lb (Hayes) 2
Messrs. Toog and Speelman's Pei-ho, 1st 12lb (Hickman) 3
Mr. Dryadus's Earthenware, 1st 12lb (Dupree) 4

Mr. John Peel's Heraldic, 1st 12lb (Laurence) 5

* 1lb overweight.
* 1lb allowance.

There was one false start. Game Chick had the position on the rails and Double Zero on the outer course. To a capital start the field was let go. On passing the spectators' stand for the first round Game Chick was leading from Seaford and Jubilee Rose, the favourite. At the back stretch the second and third ponies changed positions. When the Featball Stand was reached Earthenware forged ahead and drew level with Jubilee Rose. Heraldic was fourth and Seaford fifth. There was a splendid race up the hill and Heraldic spurring made up lost ground. The Roses seemingly fell away and so did Seaford; but when the village bend was negotiated, Burkill put on the spur and racing gamely Jubilee Rose led and made the pacing hot. The stable companions had a splendid race in the home stretch; Seaford was closed in in the bunch and made a bold bid to capture the leadership from the twins who could not be beaten. Jubilee won by a neck from York Rose with barely a length separating him from Seaford, the third pony. Game Chick was a long way behind last.

Time: 2:00.
Winner: \$75.00.
Cash Sweeps: 1st \$75.45; 2nd \$187.70; 3rd \$93.85.

Part-mutual: 1st \$6.20; 2nd \$10.50; 3rd \$8.20.

4.—THE VALLEY STAKES—A sweepstakes of \$10 each with \$300 added. Winner to receive 70 per cent; second 30 per cent; and third 10 per cent. For China ponies, subscription griffins of this season 1908-1909. Weight for inches as per scale. Three quarters of a mile.

Mr. Buxey's Little Dot Rose, 1st 9lb (Burkill) 1
Mr. Dryadus's Barry, 1st 9lb (Dupree) 2
Mr. H. Humphreys' Sir Joseph, 1st 9lb (Hayes) 3

Mr. John Peel's Dunkery, 1st 9lb (Gresson) 4
Mr. Olympia's Hercules, 1st 9lb (Schroor) 5
Mr. Ottery's Torridge, 1st 9lb (Jones) 6
Mr. Douglas Bluejacket II, 1st 9lb (Hanson) 7

Mr. H. Gibson Moore's Lyemum, 1st 9lb (Moore) 8
Mr. J. Armstrong's Kirtan, 1st 9lb (Gegg) 9
Mr. Smith's Greyhound, 1st 9lb (Morrison) 10
Messrs. Findlay & Moir's Strathmill, 1st 9lb (Vida) 11

Mr. Wheeler's Pip, 1st 9lb (Mackie) 12
Mr. J. S. Sill's Gambler, 1st 9lb (Hickman) 13
Mr. Seib's Macrewe, 1st 9lb (Seib) 14
Capt. S. Barker's Shau Abo, 1st 9lb (Heathcote) 15

* 1lb overweight.
* 1lb allowance.

The start was behind the Orangewood bush. Macrewe (Mr. Seib) up led by several lengths when the field emerged from the green screen. Following him were Barry, Strathmill and Dunkery; the rest were all in a bunch. Seib raced down for all Macrewe was worth the pace was a fast one, but Barry was equal to it. Turning round the village into the straight Macrewe rapidly lost his lead to Barry who kept first for the next furlong, and was forced to surrender his leadership to Little Dot Rose, who displaced Barry in the home stretch. Burkill rode splendidly and won an exciting race by just a neck. Sir Joseph was a good third.

Time: 1:44 3/5.
Winner: \$14.40.

5.—THE FOCHOY CUP—Value \$500. Second to receive \$150; and third \$75. For China ponies, weight for inches as per scale. Ponies who have run at any previous meeting and not won a race and Griffins allowed 5 lb. Subscription griffins of this season 1908-1909 allowed 10 lb. Entrance \$10. Two miles.

Mr. Buxey's Glorious Rose, 1st 11b (Burkill) 1
Messrs. Findlay & Moir's Seaford, 1st 11b (Vida) 2
Messrs. Toog & Speelman's Suttie, 1st 11b (Hayes) 3

Mr. John Peel's Vine, 1st 12lb (Gresson) 4
This race was a capital one for Glorious Rose, none of his opponents showing anything like the form of the unbeaten winner of the Champions two years ago. Before the flag dropped the positions were—Vine on the left; Glorious Rose on his left with Giesler next and Suttie on the outside lead of the course. Glorious Rose assumed the lead as soon as the flag dropped. Giesler was not far behind, Vine and Suttie kept company at the rear. The first round past the stand saw Rose in the first place; several lengths separated the trio who were in the following order—Giesler, Vine and Suttie. The procession was unchanged when passing the Featball Stand. At the Black Rock, Glorious Rose still maintained his lead by a wide distance from Vine, the second pony, who was in company with Giesler. Suttie was fourth. The second round past the stand saw Rose still in the premier position, unchallenged by Giesler, second, Vine third, and Suttie fourth. Vine fell at the bottom of the hill. Glorious Rose ran home as he liked and won an easy race from Giesler who, though trying hard, was nowhere near the winner who he failed to displace. Suttie was a poor third past the winning post.

Time: 4:23 1/5.
Winner: \$115.50.
Cash Sweeps: 1st \$1,567.10; 2nd \$390.60; 3rd \$195.30.

Part-mutual: 1st \$6.50; 2nd \$9.20.

6.—THE TRIAL PLATE—Value \$500. Second to receive \$150; and third \$75. For China ponies, weight for inches as per scale. Subscription griffins of this season 1908-1909 allowed 7 lb. Entrance \$10. Five furlongs.

Mr. Toog and Speelman's Swan, 1st 11b (Hayes) 1
Admiral Lambton's Kamran, 1st 10lb (Mackie) 2
Mr. Wayfoong's Constant, 1st 10lb (Gegg) 3

Messrs. R. R. Hynd and A. C. Hynd's Baghi Dua, 1st 11b (Gegg) 4
Major H. Findlay's Black Sheep, 1st 11b (Lyon) 5
Mr. Seth's Little Nemo, 1st 12lb (Seib) 6
Mr. F. C. R. Studd's Butcher, 1st 12lb (Scarlett) 7
Mr. Douglas Bluejacket II, 1st 11lb (Hanson) 8
Mr. Olympia's Hippomedon, 1st 12lb (Schroor) 9
Mr. C. H. Ross' Ben Alder, 1st 12lb (Hickman) 10
Mr. G. Q. Henriques' Grey Back, 1st 10lb (Balderston) 11
Mr. Ottery's Torridge, 1st 12lb (Jones) 12
Mr. Christian's Droschkengaul, 1st 10lb (Peterson) 13
Mr. J. H. Lewis's Dystander, 1st 11lb (Laurence) 14
Mr. H. Humphreys' Mummy, 1st 12lb (Humphreys) 15
Hon. Mr. F. H. May's Asteroid, 1st 12lb (Gegg) 16

Mr. Magpie's Sturdy, 1st 11lb (Vida) 17
Mr. H. Humphreys' Sir Joseph, 1st 11lb (Hayes) 18
Mr. Buxey's Killarney Rose, 1st 9lb (Burkill) 19

* 1lb overweight.
* 1lb allowance.
* 1lb overweight.

There was a very large field for the last race of the day, no less than nineteen ponies started. Sir Joseph led for the first quarter of the distance; but was overtaken by Swan who hugged the rails all the way in the home straight and won in capital style from Admiral Lambton's Kamran, second, with Constant third. Asteroid limped home last.

Time: 1:18 1/5.
Winner: \$32.80.
Cash Sweeps: 1st \$1,291.50; 2nd \$369.00; 3rd \$184.50.

Part-mutual: 1st \$13.40; 2nd \$24.40; 3rd \$8.20.

A WANDERER'S OBSERVATIONS.

Observations on the weather would naturally come to everyone's mind when the races are concerned. I had the privilege of escorting an American to the races this forenoon, one of those Americans who are wise to learn. And he learned a lot. His last hour at the Hongkong Derby, a sweepstakes of \$30 each with \$1,500 added. After his splendid exhibition yesterday, Mr. Buxey's Little Gem Rose was considered unvaried for the honours of the blue ribbon. Messrs. Toog and Speelman's Missouri had quite a number of supporters for the premiership until his running in the Trial Plate yesterday when his finish sent his reputation on the wane. His stable companion—Volga—after beating Réve d'Or Rose in the Professional Cup was considered enough for a place. So also was Strathdallas, Catlock and Zeno. The two former did not start. Messrs. Toog and Speelman declared to win with Missouri. The measure of support enjoyed by each candidate, respectively, for Derby honours to-day will be seen at a glance from the table posted on the betting board just before the race was run; it is as follows:

Now before I arrive at the race, I want to say a little word about the trainers. The man responsible for that system is Mr. Gray Scott, and of course his system is always credited with being done by his subordinates. I would just like to say one word in favour of those gentlemen who regulate the cars. It isn't often that I see them. They are everywhere; they were polite, and they knew English—those of them who were not Scotsmen.

Referring to the Police, it is proper to compliment Chief Inspector Baker, the Chief Detective, Mr. Hanson, and a few others, whose names escape me at the moment, on the admirable and did I say before, marvellous order they maintained.

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Cash Sweeps: 1st \$537.90; 2nd \$399.40; 3rd \$207.70.

Part-mutual: 1st \$6.00; 2nd \$6.40; 3rd \$11.10.

7.—THE FOCHOY CUP—Value \$500. Second to receive \$150; and third \$75. For China ponies, weight for inches as per scale. Ponies who have run at any previous meeting and not won a race and Griffins allowed 5 lb. Subscription griffins of this season 1908-1909 allowed 10 lb. Entrance \$10. Two miles.

Mr. Buxey's Glorious Rose, 1st 11b (Burkill) 1
Messrs. Findlay & Moir's Seaford, 1st 11b (Vida) 2
Messrs. Toog & Speelman's Suttie, 1st 11b (Hayes) 3

Mr. John Peel's Vine, 1st 12lb (Gresson) 4
This race was a capital one for Glorious Rose, none of his opponents showing anything like the form of the unbeaten winner of the Champions two years ago. Before the flag dropped the positions were—Vine on the left; Glorious Rose on his left with Giesler next and Suttie on the outside lead of the course. Glorious Rose assumed the lead as soon as the flag dropped. Giesler was not far behind, Vine and Suttie kept company at the rear. The first round past the stand saw Rose in the first place; several lengths separated the trio who were in the following order—Giesler, Vine and Suttie. The procession was unchanged when passing the Featball Stand. At the Black Rock, Glorious Rose still maintained his lead by a wide distance from Vine, the second pony, who was in company with Giesler. Suttie was fourth. The second round past the stand saw Rose still in the premier position, unchallenged by Giesler, second, Vine third, and Suttie fourth. Vine fell at the bottom of the hill. Glorious Rose ran home as he liked and won an easy race from Giesler who, though trying hard, was nowhere near the winner who he failed to displace. Suttie was a poor third past the winning post.

Time: 4:23 1/5.
Winner: \$115.50.
Cash Sweeps: 1st \$1,567.10; 2nd \$390.60; 3rd \$195.30.

Part-mutual: 1st \$6.50; 2nd \$9.20.

8.—THE TRIAL PLATE—Value \$500. Second to receive \$150; and third \$75. For China ponies, weight for inches as per scale. Subscription griffins of this season 1908-1909 allowed 7 lb. Entrance \$10. Five furlongs.

Mr. Toog and Speelman's Swan, 1st 11b (Hayes) 1
Admiral Lambton's Kamran, 1st 10lb (Mackie) 2
Mr. Wayfoong's Constant, 1st 10lb (Gegg) 3

Messrs. R. R. Hynd and A. C. Hynd's Baghi Dua, 1st 11b (Gegg) 4
Major H. Findlay's Black Sheep, 1st 11b (Lyon) 5
Mr. Seth's Little Nemo, 1st 12lb (Seib) 6
Mr. F. C. R. Studd's Butcher, 1st 12lb (Scarlett) 7
Mr. Douglas Bluejacket II, 1st 11lb (Hanson) 8
Mr. Olympia's Hippomedon, 1st 12lb (Schroor) 9
Mr. C. H. Ross' Ben Alder, 1st 12lb (Hickman) 10
Mr. G. Q. Henriques' Grey Back, 1st 10lb (Balderston) 11
Mr. Ottery's Torridge, 1st 12lb (Jones) 12
Mr. Christian's Droschkengaul, 1st 10lb (Peterson) 13
Mr. J. H. Lewis's Dystander, 1st 11lb (Laurence) 14
Mr. H. Humphreys' Mummy, 1st 12lb (Humphreys) 15
Hon. Mr. F. H. May's Asteroid, 1st 12lb (Gegg) 16

Mr. Magpie's Sturdy, 1st 11lb (Vida) 17
Mr. H. Humphreys' Sir Joseph, 1st 1

favour of Ferie; Little Gem Rose displacing Toog and Speelman's best for third place. Ferie took the command at the bottom of the climb to the Black Rock. Gam Rose was now coming up strong; the little pony answered the spur in magnificent style and before the village was reached he was already ahead of Ferie and once to the premier position Burkill was never threatened. Little Gem Rose won in a canter in the record time of 3 minutes and 20 seconds. Ferie was a bad second and Volga many lengths behind third. Mr. Moore, owner of Little Gem Rose, received a great ovation as he led the winner into the enclosure. "Prosperity to Buxey's stable" was then heartily pledged amidst cheers at Mr. Moore's private stand.

Time: 3 to.
Cash Sweeps: 1st \$3,501.40; 2nd \$1,000.00; 3rd \$500.00.
Parimutuel: 1st \$7.20; 2nd \$13.60.

4.—THE GERMAN CUP.—Presented by members of the Club Germania. Second to receive \$150 and Third \$75. For China Ponies, Subscription Grifins of this Season 1908-1909. Weight for inches as per scale. Entrance \$10. One mile and a quarter.

Mr. Dryadus's Barry, 1st 12lb (Dunrope) 1
Admiral Lambton's Kamranh, 1st 11lb (Mackie) 2
Mr. Ottery's Tamar, 1st 12lb (Jones) 3
Mr. J. Armstrong's Kirtan, 1st 11lb (Gegg) 4
Major H. Findlay's Black Sheep, 1st 11lb (Lyons) 5
Mr. Smith's Sandstone, 1st 11lb (Morris) 6
Mr. Olympia's Hippomedon, 1st 12lb (Schnorr) 7
Mr. John Peel's Dunkerry, 1st 11lb (Gresson) 8
Mr. J. S. Sill's Gambler, 1st 11lb (Hickman) 9
Mr. D. Macdonald's Highland Laddie, 1st 12lb (Gegg) 10
Mr. Seib's Macsaw, 1st 12lb (Seib) 11
Mr. Buxey's Little Dot Rose, 1st 11lb (Burkill) 12

The start was not a good one. Highland Laddie had the best of it by several lengths. First time past the turning post Highland Laddie headed the procession by about ten lengths; the others after him were in this order: Hippomedon, Tamar, and Kamranh. This was also the order the ponies covered the back stretch in. Barry, the favourite, came up strong going up to the Black Rock. Highland Laddie's superiority began to wane and what advantage he had was lost to Barry at the village. Dupree was now sure of the race, and carried the scarlet cap home a winner. Kamranh was second and Tamar third.

Time: 2:40.
Winner: \$11.60.
Cash Sweeps: 1st \$1,200.00; 2nd \$360.00; 3rd \$180.00.
Parimutuel: 1st \$6.50; 2nd \$12.50; 3rd \$12.50.

5.—THE CHINA STAKES.—Value \$500. Second to receive \$150 and Third \$75. For China Ponies. Weight for inches as per scale. Winners at this Meeting of one Race 7 lb.; of two or more Races 10 lb. extra. Grifins allowed 5 lb. Subscription Grifins of Seasons 1907-1908 and 1908-1909 that have not won more than one race allowed 10 lb. Entrance \$10. Five furlongs.

Mr. Buxey's Revo d'Or Rose, 1st 12lb (Dunrope) 1
Messrs. Toog and Speelman's Pei-ho, 1st 12lb (Hayes) 2
Mr. Buxey's Jubilee Rose, 1st 11lb (Burkill) 3
Mr. Bruton's Lowlander, 1st 11lb (Peterson) 4
Messrs. Findlay and Moir's Seafam, 1st 12lb (Vida) 5
Mr. Olympia's Poseidon, 1st 12lb (Schnorr) 6
Mr. Bruton's Nympha, 1st 11lb (Bruton) 7
Major Eaton's Game Chick, 1st 12lb (Hickman) 8

Mr. Ottery's Tavy, 1st 11lb (Jones) 9
Mr. S. V. Chichory, 1st 11lb (Oliver) 10
Mr. Southdown's Off Chance, 1st 11lb (Grant) 11
Mr. E. B. Chichory's Sahib, 1st 11lb (Hickman) 12

1 lb allowance.
1 lb penalty.
1 lb overweight.
1 lb allowance.
1 lb overweight.

There was a false start and Lowlander raced once round the course. Before he reached the starting post the field was let go. Revo d'Or Rose showed to the front at the eastern corner of the green screen followed by Tavy, Jubilee Rose and Seafam. Entering the village Pei-ho dashed forward but he could not manage to displace Revo d'Or Rose from the lead. Seafam worked hard to catch up, but failed in his efforts. The win was comparatively easy for Revo d'Or Rose who finished second, Jubilee Rose third and Seafam fourth.

Time: 1:14.
Cash Sweeps: 1st \$1,090.80; 2nd \$568.80; 3rd \$284.40.
Parimutuel: 1st \$11.10; 2nd \$9.00; 3rd \$7.20.

6.—THE LUSITANIAN CUP.—Presented by the Members of the Club Lusitano. For China Ponies, 10 lb. Grifins on date of entry. Second to receive \$150; and Third \$75. Weight for inches as per scale. Subscription Grifins of this Season 1908-1909 allowed 7 lb. extra. Entrance \$10. One mile.

Mr. Buxey's Snowflake Rose, 1st 11lb (Burkill) 1
Mr. John Peel's Garth, 1st 11lb (Laurence) 2
Messrs. Toog and Speelman's Missouri, 1st 11lb (Hayes) 3
Mr. Olympia's Achilles, 1st 11lb (Schnorr) 4
Mr. Ellis Kadourie's Waziri Chief, (Dunrope) 5
7 lb extra.

Waziri Chief, on the rails, led at the start; Snowflake Rose, on the outer course, brought up the rear. Waziri Chief was the first pony on the first round; Achilles was second and Garth third. Opposite the Football stand the field closed up. Waziri Chief still leading; Garth and Missouri raced in company. Snowflake Rose was with Achilles. At the Black Rock Snowflake began to work to reduce his distance. Garth took it from Waziri Chief, but his command was not of long duration, the Rose levelling with Ewo's at the village bend, displacing him in the home straight. Garth kept to the rails, while Snowflake Rose chose a clear field and won by a length from Garth. The Derby candidate Missouri was a bad third; Waziri Chief finished fourth and Achilles last.

Time: 2:09.
Winner: \$12.20.
Cash Sweeps: 1st \$2,755.70; 2nd \$1,010.20; 3rd \$505.10.
Parimutuel: 1st \$6.20; 2nd \$6.70.

7.—THE CHALLENGER CUP.—Value One hundred Guineas. For China Ponies. A forced entry of \$10 each, but optional to China Ponies, Subscription Grifins of this or previous Season. Weight for inches as per scale. To be won two years consecutively by a Pony or Ponies the 10 lb. Grifins of the same owner. Winner to receive \$500 and 75 per cent. Second \$100 and 50 per cent. Third \$50 and 25 per cent. of the Entrance Fees until the Cup is finally won, when the Second Pony will receive 75 per cent. and Third Pony 25 per cent. of the Entrance Fees. One Mile and three quarters.

Messrs. Findlay and Moir's Glesier, 1st 11lb (Burkill) 1
Mr. Buxey's Spring Rose, 1st 11lb (Burkill) 2
Mr. Buxey's Cella Rose, 1st 11lb (Mackie) 3

Messrs Toog and Speelman's Stirrup Cup, 1st 11lb (Hayes) 1
Mr. John Peel's Vine, 1st 12lb (Schnorr) 2
Mr. Ellis Kadourie's Bohemian Chief, 1st 11lb (Jones) 3

Mr. Buxey's Glorious Rose, 1st 11lb (Dunrope) 4
To a good start Bohemian Chief led from Glorious Rose. Cella Rose was at the head of the bunch when the Stand was passed for the first time. Glorious Rose was second and Stirrup Cup third. Bohemian Chief brought up the rear. When the Football stand was reached Spring led; Stirrup Cup was second and Glorious Rose third. Cella Rose now began to do the pacing for his stable companions and forged ahead, leading the field at the Black Rock. He maintained the command at the village bend when Stirrup Cup gradually fell away. Glesier now came up from the rear with determination and wrested the leadership on the home straight winning easily, to general surprise, from Spring Rose, who was second and Cella Rose third. Glorious Rose finished fourth.

Time: 3:44.45.
Winner: \$50.00.
Cash Sweeps: 1st \$2,101.05; 2nd \$600.30; 3rd \$300.15.
Parimutuel: 1st \$8.10; 2nd \$5.60; 3rd \$3.20.

8.—THE NAVY CUP.—Presented by the Officers of His Majesty's Fleet. Second to receive \$150; and Third \$75. For China Ponies, Subscription Grifins of this Season 1908-1909. Weight for inches as per scale. Winner of the German Cup to 10 lb. other Winners 7 lb. extra. Entrance \$10. From the Two Mile Post Once Round and in.

Mr. H. Gibbon Moore's Lyemum, 1st 11lb (Vida) 1
Mr. John Peel's Dunkerry, 1st 11lb (Gresson) 2
Mr. J. Armstrong's Kirtan, 1st 11lb (Gegg) 3
Mr. Douglas's Bluejacket II, 1st 11lb (Schnorr) 4
Mr. Elbee's Regret, 1st 11lb (Hansen) 5
Mr. Smith's Graystone, 1st 11lb (Morris) 6
Mr. Ottery's Torridge, 1st 11lb (Jones) 7
Mr. Christian's Droschkegaul, 1st 11lb (Peterson) 8

Mr. H. Humphreys' Mummery, 1st 12lb (Humphreys) 9
Mr. Olympia's Hippomedon, 1st 12lb (Schnorr) 10
Mr. H. Humphreys' Sir Joseph, 1st 11lb (Dunrope) 11
Mr. D. Macdonald's Highland Laddie, 1st 11lb (Seib) 12
Mr. Wayloong's Constant, 1st 11lb (Hayes) 13

1 lb overweight.
1 lb allowance.
1 lb penalty.
1 lb overweight.
1 lb allowance.

Sir Joseph and Backstay took the lead from the start and were followed by Highland Laddie. The trio passed the spectators in that order, all the rest in a bunch behind. At the Football Stand Torridge was straight for the gate, but was pulled in to time. Sir Joseph and Backstay increased their lead considerably down the hill. Dunkerry came up strong and took the command for a few seconds at the village bend. He had to relinquish it to Backstay and Lyemum, who made a fine struggle to win, but managed to get in second. Dunkerry was third.

Time: 2:24.45.
Winner: \$11.60.
Cash Sweeps: 1st \$1,808.80; 2nd \$516.00; 3rd \$258.00.
Parimutuel: 1st \$6.50; 2nd \$10.90; 3rd \$21.10.

9.—THE PARSER CUP.—Presented by the Parses Community. Value \$500. Second to receive \$150; and Third \$75. For China Ponies, 10 lb. Grifins on date of entry. Weight for inches as per scale. Winners of one Race 7 lb.; of two or more Races 10 lb. extra. Entrance \$10. One mile and a quarter.

Mr. Buxey's Revo d'Or Rose, 1st 12lb (Burkill) 1
Mr. John Peel's Cattistock, 1st 11lb (Laurence) 2
Messrs. Toog and Speelman's Volga, 1st 11lb (Hayes) 3
Mr. H. J. Gedge's Fugitive II, 1st 11lb (Vida) 4

Mr. Olympia's Apollo, 1st 11lb (Schnorr) 5
1 lb penalty.
Volga led from Dart at the start, Fugitive II on his heels and Apollo last. Fugitive II led on passing the Judge's Box, Cattistock was second, and Revo d'Or Rose fourth. At the incline Dart was ahead of the field but Revo d'Or Rose soon displaced him and took the lead. Revo d'Or Rose made a slight advantage over the field, but the latter's favour besides the better position on the rails. A splendid neck-and-neck race was witnessed in the home straight, Revo d'Or Rose and Cattistock contesting every inch of ground between them and when they passed the Judge's Box for the second time Revo d'Or Rose was only half a length ahead and so won the race. Cattistock was second, and Dart third.

Time: 2:15.
Winner: \$14.40.
Cash Sweeps: 1st \$1,581.30; 2nd \$458.80; 3rd \$229.40.
Parimutuel: 1st \$5.50; 2nd \$8.10; 3rd \$5.50.

10.—THE GYM KHANA CLUB CUP.—Value \$500. Presented by the Members of the Gymkhana Club. Second to receive \$150; and Third \$75. For all China Ponies that have run at any Gymkhana Meeting or Meetings of the Season 1908 and Subscription Grifins of this Season 1908-1909. Weight to 8 lb. Winners any Race other than Races confined to Subscription Grifins 7 lb. of a Subscription Grifins Race 5 lb. extra. Subscription Grifins of this Season 1908-1909 allowed 7 lb. Winners at this Meeting barred. Jockeys who have never had a winning mount in either Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$10. Three quarters of a mile.

Mr. Ottery's Plym, 1st 11lb (Jones) 1
Mr. Dryadus's Coxcomb, 1st 11lb (Dunrope) 2
Mr. Dryadus's Earthquake, 1st 11lb (Burkill) 3
Mr. S. V. Chichory, 1st 11lb (Oliver) 4
Mr. G. Q. Henriques's Grey Back, 1st 11lb (Hickman) 5
Licut. Leeson's Soudan, 1st 11lb (Gegg) 6
Hon. Mr. F. H. May's Astral, 1st 11lb (Owner) 7

Mr. Reinbeck's Maryland, 1st 11lb (Vida) 8
Mr. Bruton's Kingston, 1st 11lb (Schnorr) 9
Messrs. Toog and Speelman's Gunduck, 1st 11lb (Hayes) 10

1 lb allowance.
1 lb overweight.
1 lb overweight.
1 lb overweight.

The start was effected behind the bush. When the field emerged from behind the trees Plym was in the lead with Coxcomb some way behind. An equal distance separated the second and third horses. Plym increased his lead all the way until the short length in the home straight when Coxcomb made a strong effort to catch up. Coxcomb failed and lost to Plym by about two lengths, Coxcomb being second and Horatio last.

Time: 1:31.75.
Winner: \$46.00.
Cash Sweeps: 1st \$1,669.50; 2nd \$477.00; 3rd \$238.50.
Parimutuel: 1st \$9.10; 2nd \$9.80; 3rd \$9.80.

"Six feet" Ladies' Day was the last and concluding day of the great sporting meeting of the year—the annual races, held with such successful success by the Hongkong Jockey Club. King's weather favoured the evening which was brought to a close today. The weather throughout the day was even better than the preceding days; not a cloud obscured the sky and King's Sol, with appropriate gallantry, ladies in all his splendour in favour of the ladies who graced the paddock in such large numbers today. The Ladies' Purse was presented before the fifth adjournment at 1 o'clock. This fact accounted for the earlier arrival of the ladies than on Tuesday and Wednesday. When the mid-day gun at Jardine's Mess announced the hour of noon to-day the gathering of ladies within the enclosure at the grand stand and in the private boxes had already numbered several hundreds. Large as this number was, it was considerably augmented in the course of the afternoon. Many and varied were the costumes worn. Some of the "creations" were such as to produce a "chiffon" which might have done credit to any Parisian salon. In point of numbers the men were not behind the fair sex in evincing their appreciation of Ladies' Day. The concours far exceeded those on the first two days of the meeting. The largely increased accommodation on the grand stand was taxed to its utmost limit, the spacious building was literally crisscrossed by the good-natured crowd on pleasure bent. The Chinese aristocracy did the ring in the Valley in their thousands. The crowd was a truly motley one and told more eloquently than words the cosmopolitanism whereof the community of the Colony is composed. The booths were each and every one of them packed to their extreme capacity. Every national flag under the sun floated to the breeze from the numerous flagpoles. The variety of colour was picturesque to the extreme and never did so much beautiful racecourse in the world present such a scene of pretty animation as the Happy Valley did on the concluding day of the race meeting of 1909.

The Governor and party arrived early in the day and watched the races to the end from the official stand. The first race on the programme was the Grand Stand Stakes. Punctual to time Mr. Hayes was the first rider to be weighed out. Volga carried a penalty of 10 lb. for his previous win. Ferie, Mr. John Peel's Derby candidate, led from start to finish and won as he liked from Strathdallas second. Cattistock finished last. Sulle led the favourite for the Great Southern Stakes. Bohemian Chief led from the start by a good distance until the village was reached, when Sulle, putting on the spur, forged ahead and once in the premier position no other pony proved dangerous. Hayes was handsomely rewarded for his victory. The Hongkong Stakes produced the most exciting finish of the day. The tussle between Kamranh, the leader, on entering the home straight, and Barry was exciting. Just at the last lap Barry managed to push ahead by half a length and so secured the victory. Mr. H. P. White, the owner, was loudly applauded on leading Barry into the enclosure. The Ladies' Purse was a tame race contested by four entrants. Cella Rose, ridden by Mr. Burkill, was very largely the favourite. At one stage of the race he assumed the command from the trio, but once displaced by the Purse, he never again stood to win the Ladies' Purse. Mr. Vida rode easily as the field entered the back stretch and won comfortably with several lengths to spare from Cella Rose.

At the conclusion of the race, the winning jockey (Mr. Vida) proceeded to the Grand Stand, where the ladies had gathered for the ladies of Hongkong. The Governor was also present at the presentation. On behalf of the ladies of the Colony, Miss Lyon, daughter of Commodore Lyon, asked Mr. Vida to accept the purse which he had won on Seafam. Mr. Vida, in accepting the trophy, thanked Miss Lyon for the prize and begged her to accept a lovely bouquet of beautiful flowers held in a silver holder with streamers of the Club colours, the dark blue and old gold. Three cheers and a tiger were then called for Miss Lyon and the ladies of Hongkong, at the conclusion of which Mr. Vida's successful ride of Seafam, escorted Miss Lyon to the usual adjournment followed before the commencement of the fifth race—the Flyway Stakes.

After the tiff interval, six ponies started for the Flyway Stakes. This race produced a surprise, being won by Dart against the favourites Garth and Snowflake Rose. The latter was nowhere in the race. Missouri got into third place from Garth; the race between the two was a capital one for the second place. The Flyway Stakes went to Maryland who was largely backed and won in a canter from Astral.

Mr. Seth, riding Strathmill in the Governor's Cup, was thrown off near the Bowring Gate. The pony made straight for the exit and broke through the rail. Mr. Seth was not injured. Gray Back won the race from Kamranh, the starter's hot favourite, but managed to secure second place only, with Lyemum a good third. Pei-ho won the race, Coxcomb a splendid tussle between him, Coxcomb and York Rose. Seven ponies started for the Champions, Messrs. John Peel, Buxey, and Findlay and Moir were represented by two candidates each, and Messrs. Toog and Speelman one only. Little Gem Rose, the openhearted Derby crack, had the largest number of backers. The backing was in the following order:—

Horses To Win For Place
Little Gem Rose 10/9 9/40
Heraldic 1/10 3/10
Ferie 3/5 7/5
Spring Rose 1/2 2/2
Seafam 1/2 2/2
Glesier 1/2 2/2

The result of the race was a foregone conclusion for Little Gem Rose, who won in a canter. The Nil Desperandum Stakes produced the largest field of the day—seventeen ponies. It was won by Mummery. Summarizing the principal features of the meeting which is now concluded, it is the gratifying duty of the chronicler of the local turf to place on record that the racing with the capable accuracy and clerical staff deserve credit for their ready willingness to accommodate the public. General supervision of the financial side of this important department fell upon Mr. J. C. Peter, whose office is in the enclosure. The starters—Messrs. F. H. May and H. J. Gedge—have done no light work. The

Wong-mei-chong Stakes was somewhat of a disappointment in the start effected, otherwise the Cavalier might have been higher in regard to the handicap. The decision of the official starters, the decision of the judges, Sir Paul Chater and Mr. C. H. Ross, have invariably been accepted by the public and in not a single instance have their verdict been challenged. The clerks of the scales—Messrs. F. B. Deacon and G. Friedland—weighed the jockeys out always to time. Mr. T. S. Forrest chalked the "times" which were so eagerly looked forward to at the end of each event by judges of horse-race. Finally, upon the special Clerk of the Course, Mr. T. F. Hough, devolved the entire responsibility of the whole organization which worked with such admirable precision and called forth such universal praise. We have to congratulate them for the perfect harmony from disorders which the public enjoyed. Mr. J. Gray Scott and his staff of electricians kept the lights for the sportsmen of large traffic and in the present instance, the general excellence of their service left nothing to be desired. The Band of The Buffs contributed much to enliven the proceedings each day with much appreciated music.

Below we give the results of the races in detail.

1.—THE GRAND STAND STAKES.—Value \$500. Second to receive \$150; and Third \$75. For China Ponies, 10 lb. Grifins on date of entry. Winners of one Race 5 lb.; of two or more Races 10 lb. extra. Subscription Grifins allowed 5 lb. Entrance \$10. Three quarters of a mile.

Mr. John Peel's Ferie, 1st 12lb (Laurence) 1
Messrs. Findlay and Moir's Strathdallas, 1st 11lb (Vida) 2
Messrs. Toog and Speelman's Volga, 1st 11lb (Hayes) 3
Mr. John Peel's Cattistock, 1st 11lb (Gresson) 4
Mr. Olympia's Achilles, 1st 11lb (Schnorr) 5

1 lb penalty.
The start took place behind the bush. When the ponies showed out to the spectators, Ferie and Volga were seen first; Volga and Cattistock were close together, followed by Strathdallas. Upon reaching the Racine Farm the ponies were close together, and Volga drew away from the trio and won as he liked from near as near the village, when Strathdallas drew level with Volga displacing Cattistock for third place. At the bend Ferie was still commanding and, hugging the rails, won in a canter from Strathdallas who was a poor second. Volga was third. Achilles beat Cattistock for fourth place. Cattistock finished nowhere.

Time: 1:32.15.
Winner: \$12.20.
Cash Sweeps: 1st \$365.40; 2nd \$104.40; 3rd \$52.20.
Parimutuel: 1st \$5.60; 2nd \$10.70.

2.—THE GREAT SOUTHERN STAKES.—Value \$500. Second to receive \$150; and Third \$75. For China Ponies. Weight for inches as per scale. Winners at this Meeting of one Race 7 lb.; of two or more Races 10 lb. extra. Grifins allowed 5 lb. Subscription Grifins of Seasons 1907-1908 and 1908-1909 allowed 10 lb. Entrance \$10. One mile.

Messrs. Toog and Speelman's Sulle, 1st 11lb (Burkill) 1
Mr. Buxey's York Rose, 1st 11lb (Hayes) 2
Messrs. Findlay and Moir's Seafam, 1st 11lb (Vida) 3
Mr. Bruton's Lowlander, 1st 11lb (Peterson) 4
Mr. Ellis Kadourie's Bohemian Chief, 1st 11lb (Jones) 5
Lowlander was reticent and became accountable for a false start; he had to be led to the starting post. The position before the fall of the flag was: Bohemian Chief on the rails, Sulle, York Rose, Seafam and Seafam to his left, and Lowlander outside. At the outset Bohemian Chief had a slight advantage, Seafam being second and York Rose third; Lowlander was lying last. At the incline to the Rock, Bohemian Chief, riding hard, increased his lead. Seafam and York Rose raced in company. The companions caught up to the leader at the village, whom they displaced entering the straight. Seafam was now commanding, but Sulle coming up with a rush, shot ahead and won easily from York Rose second, Seafam third, Bohemian Chief fourth, and Lowlander last.

Time: 2:05.25.
Winner: \$12.20.
Cash Sweeps: 1st \$567.80; 2nd \$190.80; 3rd \$95.40.
Parimutuel: 1st \$7.90; 2nd \$6.20.

3.—THE HONGKONG STAKES.—Value \$500. Second to receive \$150; and Third \$75. A forced entry for China Ponies, Subscription Grifins of this Season 1908-1909. Weight for inches as per scale. Winner of the German Cup 7 lb. extra; non-winners allowed 3 lb. extra. Entrance \$10. One mile and a half.

Mr. Dryadus's Barry, 1st 11lb (Dunrope) 1
Admiral Lambton's Kamranh, 1st 11lb (Mackie) 2
Mr. J. S. Sill's Gambler, 1st 11lb (Hayes) 3
Mr. J. Armstrong's Kirtan, 1st 11lb (Gegg) 4
Major H. Findlay's Black Sheep, 1st 11lb (Lyons) 5

Mr. John Peel's Dunkerry, 1st 11lb (Gresson) 6
Mr. Ottery's Tamar, 1st 11lb (Jones) 7
Capt. S. Baker's Shaan Aboe, 1st 11lb (Hansen) 8
Mr. Buxey's Little Dot Rose, 1st 11lb (Burkill) 9
Mr. Moregold's Backstay, 1st 11lb (Vida) 10

1 lb allowance.
1 lb penalty.
In spite of his 7 lb. penalty, Barry fully justified his position by carrying the scarlet cap a winner by half a length. Dunkerry led at the start, Tamar was second and Gambler third. Dunkerry still leading by a long distance, the field bunched near the Black Rock for the first time. It spread out again when running past the Judge's Box with Dunkerry at the head of the procession, Little Dot Rose second and Backstay third. Black Sheep was many lengths behind last. The race was a tame affair, maintained at the back stretch. For once Little Dot Rose led at the Bowring Gate, Dunkerry on his heels, and Tamar third. Little Dot Rose soon quitted his lead to Dunkerry again, followed by Kamranh second. The scarlet cap at this stage drew away from the rear and before the next furlong had been negotiated was in fourth position from Backstay third. Entering the straight, Dunkerry was still leading, Barry was working hard to catch up, but was ultimately won by Barry, who was splendidly ridden. Kamranh was second, and Gambler third. Kirtan was last.

Time: 3:21.
Winner: \$13.70.
Cash Sweeps: 1st \$1,074.10; 2nd \$300.60; 3rd \$150.30.
Parimutuel: 1st \$5.30; 2nd \$7.70; 3rd \$32.00.

4.—THE LADIES' PURSE.—Presented \$500. Second to receive \$150; and Third \$75. For China Ponies. Weight for inches as per scale. Winners of one Race 5 lb.; of two or more Races 10 lb. extra. Subscription Grifins 5 lb. extra. Entrance \$10. Three quarters of a mile.

who have never had a winning mount in either Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$10. Once Round. Messrs. Findlay and Moir's Seafam, 1st 11lb (Vida) 1
Mr. Buxey's Cella Rose, 1st 11lb (Burkill) 2
Messrs. Toog and Speelman's Double Zero, 1st 11lb (Hayes) 3

Mr. Olympia's Poseidon, 1st 11lb (Schnorr) 4
A disappointing small field started for the Ladies' Purse. Only four ponies faced the starter. Burkill's mount Cella Rose was most favoured. There was one false start when Double Zero got away. On the drop of the flag Double Zero led from Cella Rose; Poseidon was third and Seafam riding easily lying behind last. Wheeling round the Lusitano Club bend the ponies raced in pairs: Double Zero and Poseidon; Cella Rose and Seafam. At the Black Rock, Double Zero assumed command from Poseidon, with Seafam third and Cella Rose at his heels. Before the field approached the Brewery Cella Rose showed to the front, but he failed to maintain his position of advantage, surrendering it to Seafam on the home straight. Cella Rose tried hard to regain the mastery whip and spur failed to urge him on better than he was capable, and Seafam won without trouble. Double Zero was third. Poseidon came in last.

At the finish of the race, the spectators gathered at the Grand Stand where the ladies were awaiting the arrival of the successful jockey of Seafam, Mr. Vida. The presentation of the purse from the Hongkong Ladies was made by Miss Lyon who congratulated Mr. Vida on his win. Cheers and a "tiger" concluded the ceremony. An interval followed after this race for refreshment.

Time: 1:54.15.
Winner: \$11.70.
Cash Sweeps: 1st \$1,225.35; 2nd \$350.10; 3rd \$175.05.
Parimutuel: 1st \$6.10; 2nd \$5.10.

5.—THE FLYWAY STAKES.—Value \$500. Second to receive \$150; and Third \$75. For China Ponies, 10 lb. Grifins on date of entry. Weight for inches as per scale. Winners of one Race 5 lb.; of two Races 7 lb. 1 lb. and of three or more Races 10 lb. extra. Jockeys who have never had a winning mount in either Hongkong, Shanghai or Tientsin allowed 5 lb. Entrance \$10. Seven furlongs.

Mr. Ottery's Dart (late Camphor Tree), 1st 12lb (Jones) 1
Mr. John Peel's Garth, 1st 11lb (Laurence) 2
Messrs. Toog and Speelman's Missouri, 1st 11lb (Hayes) 3
Messrs. Findlay and Moir's Strathdallas, 1st 11lb (Vida) 4
Mr. H. J. Gedge's Fugitive II, 1st 11lb (Schnorr) 5

Mr. Buxey's Snowflake Rose, 1st 11lb (Mackie) 6
1 lb allowance.
1 lb penalty.

Six ponies entered, and the result proved the surprise of the day. Garth was on the rails and Strathdallas outside. Garth and Missouri went away in company at the start. Fugitive II kept to the rear. By the Football Stand Dart went to the front followed by Missouri and Strathdallas in the order named. Snowflake Rose was fourth. Dart led down the incline into the village bend, and, hugging the rails, made the best of his good position. Snowflake Rose worked up into third position behind Missouri in front of him. Laurence, using the whip, brought Garth level with Missouri, and some at last as they caught Dart's position was safe enough. At the bend Dart was but a short distance to cover before reaching the post. Dart won by a length from Ewo's Garth, Missouri losing the second place by only a head. Fugitive II was last. The "pari" paid 45 to 1 on Dart for a win.

Time: 1:59.75.
Winner: \$45.70.
Cash Sweeps: 1st \$1,757.70; 2nd \$502.70; 3rd \$251.35.
Parimutuel: 1st \$10.80; 2nd \$6.40; 3rd \$5.10.

6.—THE PHAETON STAKES.—Presented by the Gymkhana Club. Handicap Value \$500. Second to receive \$150; and Third \$75. For China Ponies that have run at any Gymkhana Meeting or Meetings of the Season 1908 and Grifins on date of entry. Winners at this Meeting and non-starters barred. Entrance \$10. One mile and a quarter.

Mr. Reinbeck's Maryland, 1st 11lb (Vida) 1
Hon. Mr. F. H. May's Astral, 1st 11lb (May) 2
Mr. Ellis Kadourie's Waziri Chief, 1st 11lb (Dunrope) 3

Messrs. Toog and Speelman's Desiré, 1st 11lb (Hayes) 4
Mr. H. Humphreys' Resignation, 1st 11lb (Dunrope) 5

Desiré led on the fall of the flag from Resignation. Passing the stand for the first time Desiré was first by several lengths; Resignation was after him with Waziri Chief and Maryland in company following up. Astral brought up the rear. Desiré led by several lengths going up the hill. Astral now spurred and racing up with Maryland took second and third places, respectively. For a while Astral had the command which he was called upon to surrender to Maryland. The leader cantered home an easy winner from Astral second and Waziri Chief third. Desiré was last.

Time: 2:24.25.
Winner: \$18.60.
Cash Sweeps: 1st \$1,502.55; 2nd \$419.30; 3rd \$209.65.
Parimutuel: 1st \$6.00; 2nd \$8.60.

7.—THE GOVERNOR'S CUP.—Presented by His Excellency Sir F. J. D. Lugard, K.C.M.G., C.B., D.S.O. Second to receive \$150; and Third \$75. For China Ponies, Subscription Grifins of this Season 1908-1909. Weight for inches as per scale. Winners of one Race 7 lb.; of two or more Races 10 lb. extra. Entrance \$10. One mile.

Mr. G. Q. Henriques's Grey Back, 1st 11lb (Hayes) 1
Admiral Lambton's Kamranh, 1st 11lb (Mackie) 2
Mr. H. Gibbon Moore's Lyemum, 1st 11lb (Vida) 3
Mr. Douglas's Bluejacket II, 1st 11lb (Schnorr) 4
Mr. C. H. Ross's

HONGKONG & WHAMPOA
DOCK CO.

ANNUAL REPORT.

The report of the board of directors of the Hongkong & Whampoa Dock Company, Limited, to the ordinary yearly meeting of shareholders, to be held at the offices of the company, Queen's Building, on Monday, the 22nd inst., at 12 o'clock noon reads:—

Gentlemen,—The directors have now to submit to you their report, with a statement of accounts for the half-year ended 31st December, 1908.

The net profit for the six months, after paying interest due and a dividend of 2½% on the ordinary share, amounts to \$261,981.53, which has been added to the balance brought forward from last Account \$84,847.24

and from this have to be deducted:—
Directors' fees.....\$10,000.00
Auditors' fees.....750.00

leaving available for appropriation \$636,078.77

The directors recommend that a dividend for the half-year of \$2 or \$200,000 be paid to shareholders, that \$2,000 be paid to a special account (No. 1 Dock Extension), that \$3,000 be written from the value of Cosmopolitan Dock, \$45,000 from the floating plant and the balance \$387,078.77 be carried to the new account.

The new vessels in hand during the half-year under review were all completed and having passed satisfactory trials were duly accepted; the contract for building a new steam wharf for the Hongkong & Godown Co. is well in hand and most of the material on the ground or in the shops.

We were entrusted with the building of five steel caissons for bridge foundations for the Canton-Kowloon Railway; one was delivered in 1908, and the others are nearly finished.

The only new vessels in hand are two small launches on stock at Cosmopolitan Dock and a launch for harbour use at Kowloon Dock; we have had several inquiries during the year but nothing has so far resulted.

The boiler-shop extension at Kowloon is practically completed with the exception of an overhead electric crane now on order; the other extensions are well advanced.

The dredger has not been employed during the half-year except for a few days on our own account in connection with the new wharf at Kowloon.

DIRECTORS.

The Hon. Mr. Henry Kawick, Mr. A. Fuchs and Mr. G. H. Medhurst having resigned their seats on leaving the Colony, the Hon. Mr. W. J. Gresson, Mr. C. G. Broderick and Mr. Edgar G. Barrett were invited to join the Board in their places and these appointments now require confirmation.

Mr. C. G. Broderick having died, Mr. H. A. Siebs has been invited to fill the vacancy, and his appointment now requires confirmation.

In accordance with clauses 78 and 85 of the articles of the association, Mr. G. Friesland and Mr. D. W. Claddock retire by rotation but offer themselves for re-election.

The Hon. Mr. W. J. Gresson has been elected Chairman for the year 1909.

AUDITORS.

The accounts have been audited by Mr. H. U. Jeffries and Mr. H. Percy Smith, F. C. A. The Directors recommend Messrs. Jeffries and Percy Smith for re-election.

W. J. GRESSON,
Chairman.

Hongkong, 15th February, 1909.

BALANCE SHEET, 31ST DECEMBER, 1908.

Capital 50,000 shares of \$50 each, fully paid up.....\$2,500,000.00
No. 1 Dock extension account.....200,000.00
Marine insurance account.....78,106.27
Sundry creditors.....\$81,657.83
Balance of profit brought forward from last A/c \$84,847.24

Profit for the half-year ending December 31st, 1908.....261,981.53

646,838.77

\$5,276,592.87

Assets.

Value of Aberdeen Docks, as per last statement.....\$100,000.00
Value of Kowloon Docks as per last statement.....\$2,575,820.00
Less amount since written off.....65,810.00

2,510,000.00

Amount paid on account of boiler shop extension, boiler smith's shed, shipyard extension, fire engine and wrecking store and additions to yard plant.....30,927.00

2,540,927.00

No. 1 Dock extension Account.

Amount paid as per last statement.....\$7,791.78

Amount expended during six months ending July 31st, 1908.....12,445.82

100,237.60

Cosmopolitan.

Value of Cosmopolitan Dock, as per last statement.....307,602.95

Less amount since written off.....4,602.95

303,000.00

Value of tug, dredgers, launches and lighter.....505,282.89

Sundry debtors.....300,879.31

Value of material expended on work in progress.....21,377.47

Value of material on hand.....1,298,894.60

1,420,260.07

\$5,276,592.87

REVENUE ACCOUNT 31ST DECEMBER, 1908.

To amount paid on account of building, caisson No. 3 Dock, and repairing docks, slips and buildings after typhoon of July 1908.....7,991.70

To interest.....56,811.63

To crown rent.....4,073.05

To fire insurance.....5,258.06

To office expenses, salaries, stationery and rent of head office.....36,635.44

To telegrams.....1,891.80

To legal expenses.....257.50

To marine insurance account.....261,981.53

By net earnings.....\$578,334.91

A GOVERNOR'S SUICIDE.

OFFICIALS UNAWARE OF SHOOTING TRAGEDY.
DETAILS OF DEATH OF M. BONHOURS.

Early in the morning of January 30, the news spread throughout Saigon that M. Bonhours, the Lieutenant-Governor of Cochinchina, had committed suicide. Crowds flocked to Government House to find the news confirmed, and a reporter interviewed M. Outrey, a high official, whom he met in the deceased's office.

M. Outrey told the pressman how he had been invited to dinner by M. Bonhours the previous evening, along with other gentlemen. The dinner lasted till 10.30, and was a pleasant function. M. Bonhours being in good humour and not showing the least sign of being low-spirited or depressed in mind.

When the guests took leave, the Governor invited M. Outrey to come again in two days' time. On the next morning, at 8.30, M. Outrey heard of M. Bonhours's suicide.

COUNCILLORS WAITING.

The members of the Executive Council arrived at Government House that morning at 8 o'clock, and were astonished at not seeing the Governor. A meeting of the Council had been fixed for that hour to be presided over by His Excellency. Thinking that H.E. was slightly unwell, they waited. Half an hour elapsed, but the Governor did not come. One of the members feeling uneasy, went to the Governor's room and found him stretched out on the bed motionless.

He tried to arouse him and, to his horror, found M. Bonhours dead. He rushed out and met another member of the Executive Council, who accompanied him back to the death chamber. It was only on this second visit that it was found that death was due to suicide. A revolver lay on the bed, and the Governor bore a gaping wound in one temple.

All this time, the other members of the Executive Council were wondering what could have caused the Governor's absence. The news of his death quite stunned them. A medical examination showed that the Governor must have shot himself about midnight.

The strangest thing of all, said M. Outrey, was that nobody in the house or near it heard the least sound suggesting anything unusual.

SCENE IN BEDROOM.

M. Outrey himself, who had a room on the premises, did not hear any unusual sound that night. But he returned to his room about 11.30. In his opinion, M. Bonhours had taken his life before that hour.

The reporter, who represented the Saigon Opinion, then went to the death chamber. The Governor's corpse lay on a bed which had been made in Hongkong. The head was turned to one side, and the arms were stretched alongside the body.

A bullet had pierced the right temple, and a thin streak of blood stained the bed. The revolver lay near the head, pointed to the right also. It was an ordinary army pistol.

By that time, a number of officials had reached the room, including some law officers. The reporter then questioned M. Outrey and the law officers about the causes of the suicide, but they could give no reason. They had found, however, M. Bonhours' will and a diary. It seemed that M. Bonhours kept a diary dealing with his private affairs. Every day he jotted down his thoughts and ideas. The last entry bore date January 28.

M. Outrey and the law officers glanced at the entries for the whole of January, but could find nothing to account for the suicide.

FUNERAL.

All they knew was that the Governor, of late, had severe trouble from acute neurasthenia. It was probably during an acute fit that usual that he took his life.

Another conjecture was that the European mail which arrived on the fatal day had brought him bad news.

A medical examination of the body certified death to be from a revolver shot through the brain where the bullet lodged.

Crowds visited Government House all that day.

M. Bonhours was born at Nimes in France, in 1854, and began his career in the Civil Service in Tonkin, in 1891. He served next in the Guinea Coast, at Cayenne, the Somali Coast, and Martinique. From there he was transferred back to Indo-China in 1907. He bore an unblemished record of service.

The burial took place on February 1. About 20,000 persons attended. Heaps of flowers covered the coffin, which was let down into the grave amid the sound of cannon.

Strong adverse comment was aroused by the fact that the Bishop of Saigon was not present at the funeral. Church and State are not yet separated in Cochinchina, remarks the Opinion. The Bishop is still a functionary and, as such, has attended the funeral of his official chief, without any thought that might have been the latter's political and religious opinions.

Speeches were delivered at the grave by two higher officials, the Mayor of Saigon, and by a law officer.

The latter spoke in the name of the Masonic lodge in the Colony, and dwelt upon the high character of the deceased, and his eminence as a Mason.—*Private Times*.

ROBBERY AT CARLTON HOTEL.

CLEVER BURGLAR LEAVES NO TRACK.

Particulars of a very ingenious burglary which was committed last night at the premises of the new Carlton Hotel have been placed at our disposal. According to the story, the exact time is not known, but it was about midnight, when some one or more entered the hotel by means of the verandah. Being satisfied that there was no one to disturb him in his midnight depredations, and evidently imagining that the others had taken off wisely, he went under the happy influences of the verandah, where he started to see what he could get at a gold watch and chain and a wrist-strap on the mantel-piece. Without waiting to answer to the calls of conscience—for the very simple reason that he had none—he gently appropriated the valuable articles, and without waiting for further aggrandisement—for our hero, he it is said, was a miser, not a thief—he decamped quietly as he came, not before, however, adding a pair of trousers to his booty from another room.

On waking up in the morning, the victim, when he received a rude shock by discovering that the watch had mysteriously disappeared. On further investigations, a wrist-strap was also found to be missing. The other things, as already stated, were left untouched.

The matter has been reported to the Police, but circumstances would seem to indicate that there is no likelihood of the missing valuables being recovered.

THE DISMISSAL OF CHEN PI.

Excepting the downfall of Yuan Shih-kai nothing more conspicuous has happened during the present reign than the cashiering of Chen Pi, late President of the Ministry of Posts and Communications. The two events are, of course, in no way comparable. Scarcely an effort has been made to veil the fact that personal animus prompted Yuan Shih-kai's overthrow and the utmost that may be hoped of it is that it will prove a deterrent to any further attempt at a similar reform.

But the downfall of Chen Pi would appear to be a simple act of justice, the one tangible outcome yet vouchsafed from the main of appeals, warnings and threats. The swift action with which condemnation has followed on impeachment is itself remarkable. It is true that Grand Secretaries Sun Chai-mai and Na Tung who investigated the case refused to convict on the graver charges of bribery and misappropriation of foreign loans and some attempt was made to save the fallen Minister's face by laying the greater share of blame on an Assistant Secretary in the Ministry of the Interior, but his guilt, or maladministration, was enough to warrant his being dismissed from office, while three chief understrappers, including the Assistant Secretary, already mentioned, have shared in his disgrace.

In short, the *North China Daily News* observes, we are to suppose that a clean sweep has been made and that the Yuchiuanpu, starts on a new basis. In that event it is to be hoped that we have heard the last of the proposal, originating, it was suggested, with Chen Pi himself, to cut the Post Office adrift from the Imperial Customs. It is not disputed that the postal service of China has made considerable strides in recent years and may be regarded as a sound organization. But it is scarcely in a condition as yet to stand alone without the guarantee implied in its relationship to the Customs; while in any case it is still indebted to the latter for loans contracted while it was still an infant, and a very struggling industry. Unhappily for the hopes that might have been founded upon the disavowal of the Yuchiuanpu, we are once again confronted with another of those familiar re-buffings of high officials which are apt to recall the vague manœuvres of a beginner at the game of patience. In itself, a notable example of the evils of perpetual changing and since the condemnation of Chen Pi must have been intended quite as much for a terror to evil-doers in general as for any other purpose, it should have been possible to leave Li Tien-lin in charge as Acting President, on the chance of his proving himself worthy of his substantive appointment, without calling upon his Excellency Hsu Shih-chang, who has thus disturbed the peace of a Ministry which, certainly in other countries, takes a secondary place among state departments. The fact that Hsu Shih-chang may be reckoned among the promising administrators (albeit he would appear, lately, to have been somewhat discredited by the loss of Governor Tang Shao-yi), and that Viceroy Hsi Liang, now chosen to succeed to Manchuria, has done undoubtedly excellent work in the Yuchiuan provinces, in the last resort for removing them from the list of exceptional difficulties. It is months that must elapse before either Viceroy can reach the scene of his new duties another shifting round will have been announced to replace both officials in their old yamcas. But, the immediate effect of the decree of February 9, is discouraging, if it be not actually unsettling; a wearisome repetition of the methods of what, had been hoped, were bygone days; and in this respect it materially weakens the force of that earnest appeal from the Prince Regent to Ministers and Governors, which was read a day or two ago, to govern worthily, to shun favouritism and to appoint to office men of merit.

It is the Prince Regent's ambitions can be gauged by his words, no object is more precious to him than the subordination of corruptible provincials to a well-ordered capital and the union of all parts of China in pure government. Within the last few weeks we have been told of the control to be given to the Ministry of Finance over the salt taxes of the Empire; of the appointment of provincial officers by the Regent himself; of the prohibition against sales of office; of the commands issued to every province to submit its budget to Peking. These are the ideals. The actual practice is sufficiently illustrated by the correspondent who takes us to task to-day on the subject of litanies on the Shanghai-Nanking Railway. As he very rightly points out: "It is contrary to Treaty to impose any additional duties or duties whatsoever" upon duty-paid imports conveyed from one Treaty port to another. Unfortunately, the stipulations of Treaty in this respect have been more honoured in the breach than the observance, as for instance when the provincial authorities considered themselves entitled to differentiate between themselves and railway transport for the purposes of the litanies. The agitation against this illegal interpretation has been continued for years; and although the word "concession" was too loosely employed in such a connection, the recent exemptions constitute the first piece of solid satisfaction that has been obtained. It is to be hoped that they will prove an earnest of yet better things to come; in which case the railways can scarcely deserve more congratulation than the Central Government.

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DROWNING FATALITY.

NARROW ESCAPE OF EUROPEANS AT KUALA PAHANG.

The Straits Steamship Company's steamer *Dyke* returned from Pahang, this morning, and full particulars of the fatality at Kuala Pahang are available, says the *Straits Times* of 10th inst. The number of persons drowned was correctly given by the first report brought by the *Fleet*, but there was a mistake in their identity, the European Police Inspector, Mr. Neil, having been saved. The two men who were drowned were his Malay Sargeant and a Japanese deck passenger whose name is unknown.

The *Dyke* was at anchor off

CANTON DAY BY DAY

VOLUNTEER FIRE BRIGADE.

[From Our Own Correspondent.]

Canton, 12th February.
The native community of Canton city have proposed to organize a volunteer fire brigade corps, and have submitted a set of regulations to the Viceroy for his information and approval.

RAILWAY ACCIDENT.

On the 9th instant, at about two o'clock in the afternoon, a train going to Yun Tam from Wongsha, when approaching Tai Tan knocked down a woman of about fifty years of age. The unfortunate woman had her legs badly injured and was removed to hospital for medical treatment. On account of the serious nature of her injuries, there is scarcely any hope for her recovery.

"TAI ON" COLLISION CASE.

A Court of Inquiry was held at the British Consulate in Canton during the last few days when the British Judge from Shanghai presided, touching the collision case between the steamer *Tai On* and the theatrical junk, on board of which several lives were lost. Owing to some of the witnesses of the junk not being present, the case could not be concluded; it has been passed to the Viceroy to deal with.

OFFICIAL AMENITIES.

At 11 a.m. to-day the Viceroy received the British Consul at Canton and the British Judge from Shanghai.

THE JAPANESE BOYCOTT.

On the 1st instant the Japanese Consul at Canton forwarded a despatch to the Viceroy, in which the Consul stated that he was pleased to note that the Japanese boycott was gradually abating, and that he begged to express his thanks to the Viceroy for having given instructions to suppress the boycott movement. However, the Consul was sorry to point out that the boycott against Japanese goods is still persisted in by Chinese in other countries especially in the Straits Settlements and in America. The Japanese boycott was originally started in Canton and it spread far and wide undoubtedly with the aid of the Chinese agitators in Canton. In this case, should the boycott be entirely suppressed in Canton, the boycott in other places would certainly be brought to an end. In the despatch the Japanese Consul again complained of the refusal of the native press in the city to publish advertisements for Japanese merchants. The Viceroy was earnestly requested by the Consul to do all in his power to suppress the Japanese boycott in order to maintain closer the friendly relations between the two nations.

Upon receipt of the Consul's despatch the Viceroy issued another proclamation on the subject and at the same time exhorted the different newspapers not to stir up the public feeling any more to deal with the Japanese merchants as before.

ROBBERY.

Day before yesterday the workmen's quarters on the 2nd section of the Canton-Hankow Railway in Chung Yuen district were attacked by a number of robbers. The workmen fought against their enemies with all their might, and as the workmen were in greater numbers they ultimately secured the arrest of two of the robbers.

PRISON LABOUR.

To utilize the labour of the vagabonds now imprisoned in the gaols, the Police authorities sent fifty of them to dredge the creeks in the western suburb at a remuneration of six candareens a day.

SUBSIDIARY COINS.

The output of subsidiary coins of the value of 20 cents during last year by the Canton Mint was considerably less than that of preceding years. The profit derived from minting was only a little over \$100,000, being some \$500,000 less than that of the year before.

S. S. "TAI ON" COLLISION CASE.

With reference to the collision case between the steamer *Tai On* and the junk belonging to the theatrical troupe King Wah Yuk, the British Judge from Shanghai, after hearing the evidence at the Court of Inquiry at the British Consulate in the presence of the British Consul-General, called on the Viceroy yesterday and informed His Excellency that he would not be able to give his decision in the case until after he has returned to Shanghai.

THE "FATSHAN" INCIDENT.

In reply to the petition of Fung Tack Son, who requested the Viceroy to communicate with the Portuguese Consul at Canton respecting the *Fatshan* incident, the Viceroy stated that he had not received any reply to his despatches from the Consul as to the fixing of a day for the hearing of the case, and that H. E. would again write to the Consul urging him to fix a day as soon as possible to hear and settle the case.

HARBOUR COLLISION.

Yesterday morning a cargo-boat, while endeavouring to cross the bows of the steamer *Zonam*, when the latter was approaching her wharf on arrival from Hongkong, was considerably damaged, but fortunately there were no lives lost.

FLOWER-BOAT FIRE.

During the past two days the members of the Canton Fong Ping Hospital have been engaged in the work of looking for dead bodies in the harbour after the fire at the pleasure resort of Tai-sha-tau; three men's corpses were picked up on the 11th instant and two on the following day.

FRESH WATER SUPPLY.

At the request of the Canton Fong Ping Hospital and other institutions, who feared that during the disastrous fire at Tai-sha-tau on the 20th ultimo, dead bodies may still remain floating in the harbour the water thus becoming injurious to the health of the residents, the Viceroy has now again given instructions that the free supply of fresh water by the Canton Waterworks Company to the residents along the banks in both Canton and Honam be extended to a further period of ten days from the 15th instant for the benefit of the people.

OPIUM DEN CLOSED.

The members of the Canton Anti-opium Association discovered five opium-smoking dens remaining open in Shek Wan and reported the matter to the Nambui Magistrate, who at once sent official runners to seal up the premises.

FIRE FATALITY.

Yesterday two outbreaks of fire occurred, one in Cheung Tung street, inside the city, and the other in Po-Kong, Honam. In the first instance one house was gutted and two others suffered slight damages, while in the second case, the fire originated in a shepherd's home killing half a dozen oxen and injuring two men.

LIKIN STATIONS.

The local authorities have received instructions from Peking to open (as many as necessary) Likin stations along all the railways in the province to collect Likin dues on goods carried by railways.

CHANGE OF OFFICE.

Taotai Wong Lung put has been appointed by the Viceroy to be Acting Taotai of the prefectures of Kowloon, Luichow and Yeung Kow.

In succession to Taotai Ying Tuo, who is proceeding to the capital for special duties.

A DELAYED DOCUMENT.

The Imperial Receipts, announcing the death of the late Emperor Kwang Hui and the Empress Dowager, did not reach here till yesterday. The reason of the delay is that the documents were sent to Canton overland by Imperial letter couriers. To-morrow morning, the Viceroy and all his subordinates, civil and military, will assemble at the Yai Kuo Ting, where the documents will be officially read out. The Imperial Receipts announcing the enthronement of the new Emperor Hsuan Tung is expected to arrive here about a week later.

BLACKMAILERS' DUB.

The Ground Nut-Oil Guild in this city has received a blackmailing letter bearing the signatures of the robber chiefs Luk Lan Tsing and others asking for a sum of 1,500 taels each from the different oil shops in Canton. The recipients have forwarded the original letter to the officials for their information, appealing to them for adequate protection.

ARMED ROBBERS DEFEATED.

On the 17th instant, the Viceroy gave authority to the Taotai at Shih Hing to head six criminals for armed robbery.

DUTCHIKAS STRIKE.

Owing to the levy of taxes on butchers, a strike is now in progress in the Kam Chai trading mart in Shun Tak. The local officials hastened to report the matter to the Viceroy and soldiers are now being sent to the spot to restore order.

16th February.

CANTON-HANKOW RAILWAY.

The Canton-Hankow Railway Company will hold a general annual meeting of shareholders on the 28th day, 2nd moon, when the accounts of the Company for the last Chinese year will be presented. Shareholders are now invited to apply to the Company's office for admission tickets to the forthcoming meeting.

ROBBERS WANTED.

Since the 12th moon last Chinese year, sixteen cases of robbery have taken place in the stations and workmen's quarters along the road of the Canton-Hankow Railway; the Company is now offering a reward of \$100 for the capture of any of the culprits.

THE DELIMITATION OF MACAO.

H. E. Ko Yu Him, Special Commissioner appointed by the Imperial Government to conduct negotiations for the delimitation of the boundary lines between the Chinese territories and the Portuguese colony of Macao, is expected to arrive here about the middle of the 2nd moon. The native Press in this city has published considerable comments with a view to draw the attention of the native community to the importance of the question.

ARREST OF REVOLUTIONISTS.

A letter from Kwangsi states that three revolutionists have been arrested in Kwei Lin and have been benched by the Kwangsi Governor. These outlaws were found in possession of a register of their members, containing over ten thousand names; of these the majority are somewhere in the surrounding districts of the Yangtzi-kiang.

CANTON-HANKOW RAILWAY SHARES.

The collection of the second call of shares by the different institutions for the Canton-Hankow Railway Company during the last month of last Chinese year amounted to 1,110,685.56 taels, of which 146,384.2 taels were collected by the Oi Yuk Charitable Institution, 111,000 taels by Wai Hong, 115,260 taels by Kwong Chai, 163,773.95 taels by Kwong Yuen, 47,300.63 taels by Shung Ching, 12,304.82 taels by Ming Shih, 47,135.5 taels by Shui Shin, 5,993.19 taels by the Chamber of Commerce, 104 taels from Hongkong, 155,000 taels from Shanghai, 11,816 taels from Macao, and 31,400 taels from Fatsan.

CANTON CEMENT FACTORY.

The machinery ordered for the Canton Government Cement Factory has arrived and work is expected to commence shortly for the manufacture of cement by this factory.

17th February.

VALUABLE SERVICES REWARDED.

At the request of Sir Chen Tung Liang Cheng, president of the Canton-Hankow Railway Company, H. E. Viceroy Chang Jen Chun has commended Taotai Kwong, Engineer-in-Chief of the Railway, for the Civil Rank of the Second Class in token of valuable services rendered.

ADOPTION OF STANDARD WEIGHT.

In accordance with instructions received from Peking a Weight and Measurement Bureau will shortly be established in Canton with a view of bringing about a uniform standard of weight and measurement. The Taotai for the development of native industries, Chan Mong Tsang, has been nominated by the Viceroy to be Director of the Bureau.

LIKIN COLLECTION.

The collection of Likin dues in Canton during the first and second ten days of this moon as reported by the Likin officials, amounted to 114,678.9 taels.

SALE OF DEAD PIGS FORTHWITH.

The police have once more issued a proclamation, for the benefit of the general public, prohibiting the sale of dead pigs.

REBELLION QUELLED.

Taotai Kwok Jen Chang, Commander-in-Chief of the Imperial troops, sent to Yumchow to suppress the recent rising there, arrived here last week. The Viceroy has commended Taotai Kwok for his efforts in putting down the insurgents and ordered him to return to that prefecture for duty, lest the outlaws might rise again during his absence.

ACCIDENT AT TEA-HOUSE.

At a o'clock yesterday afternoon, near the Southern Gate, a tea-shop all of a sudden had one of its side walls cracked and the latter instantly collapsed. There were present at the time a number of people having a quiet sip at the soothing beverage. On receiving the shock they all hurried out and ran in different directions for safety, with the result that over ten of them were more or less injured in the panic.

MANUFACTURE OF PAPER.

Mr. Wei Chung Put arrived here on the 15th instant from Hupoh with instructions to study the system obtaining at the Canton Government Paper Factory so as to introduce the method in that province.

18th February.

CANTON-HANKOW RAILWAY.

H. E. Chang Chih-tung, Superintendent of the Canton-Hankow Railway, has sent a telegram to the Viceroy recommending that a resident official should be appointed to look after the interests of the railway in each of the three provinces on behalf of the Superintendent, and that Taotai Wong Ping Yuen, formerly Taotai in Yumchow, and recently reinstated, has been appointed to be Director-General in Canton. H. E. Viceroy Chang Jen Chun has accordingly notified the Canton-Hankow Railway Company of Taotai Wong's appointment.

THE TAI-SHA-TAU FIRE.

As a result of the disastrous fire at Tai-sha-tau on the 20th ultimo, the Viceroy has issued a proclamation prohibiting the host population from returning their former occupation on their craft and also ordering them to remove farther

inshore. It is now ascertained that the present there are altogether thirty-three boats having vacated the water in three days' time.

CANTON CHRISTIAN COLLEGE.

A few months ago, the Canton Christian College received the handsome sum of \$10,000 from Mr. So King Kai, \$2,000 from Sir Chen Liang Cheng, and sums ranging from one hundred to several hundred dollars from several other persons towards the funds for its maintenance. On the 15th instant, Mr. Tam Lai Ting, a coal merchant of the Oi Hing Company, presented a steam-launch to the College for the use of the students. This launch has been named *Lai Yam*.

GOVERNMENT CEMENT FACTORY.

The Canton Government Cement Factory has solicited from the Canton-Hankow Railway Company, the Canton-Kowloon Railway Company, and the Canton-Swato. Railway Company and some others for orders to supply cement for their use.

ADMIRAL LI CHUN'S MOTOR-LAUNCH.

It is learnt that the motor-launch now in course of construction by W. S. Bailey and Company of Hongkong to the order of Admiral Li Chun will be named *Tai Tung*.

POLICEMAN STONED.

SCENE AT THE HAPPY VALLEY.

Happy Valley was the scene of some disturbance yesterday afternoon, and it is to be wondered at that the peace breakers made their debut in the Police Court to-day. Su Sing was the first to answer the charge of disorderly behaviour. According to the information laid against him Su was returning to town via Morrison Gap, and when requested by an Indian policeman to keep clear of the vehicular traffic he refused. The result was that he was pushed to one side of the road. This Su resented, and, assisted by his chums, the policeman had a rather exciting time dodging stones alleged to have been hurled by them. Su was captured after a while; his friends managed to escape, however. He was discharged with a caution after evidence had been heard.

The second item to enliven the proceedings at the race-course was that between a Japanese eating-house owner and his cook, a man giving the name of Pongony. Both men were more or less under the influence of liquor, and they soon fell out over a most heated argument about nothing, perhaps. They were enjoying themselves, and the crowd got immensely when a policeman appeared on the scene and the pair matched away. Very little is to be said after this, except that both defendants were ordered to pay a fine of \$5 each for their behaviour.

COTTON SPINNING INDUSTRY.

JAPANESE ON CHINESE COMPETITION.

The general meeting of the Fukushima Cotton Spinning Company, of Osaka, held last week, adopted a resolution to issue debentures to the amount of ¥500,000. The terms and duration of the issue were left to the discretion of the board of directors.

In reply to a question by a shareholder in the course of the meeting, Mr. Kondo, managing director of the company, said that towards the end of last year, when the market was low, the company purchased a stock of raw cotton sufficient to last to July next. He further said that all the yarn to be produced up to the end of May next was already sold. The directors believed that a profit of ¥200,000 to ¥300,000 could be cleared for the present half-year, though this estimate might be a little reduced if the yarn market in China proved unfavourable. At any rate the company would not be involved in any loss. In his opinion, the cotton-spinning industry in China could not by any means prosper. Chinese spinning mills might make a profit on account of the fluctuation of silver, but the wages and raw cotton cost would not be so low. With the exception of small districts, China was not fit for the cotton-spinning industry because of the climate, and there was no cause for fear in competition there. — *Japan Chronicle*.

BAKE-HOUSES AND DAIRIES.

BYE-LAWS FOR FLOOR SURFACES.

The following minute by the Medical Officer of Health inquiring whether the new bye-laws re floor surfaces of bake-houses, dairies and laundries are to be enforced in places already licensed or only in the case of applications for new licences was laid on the table at the meeting of the Sanitary Board last Monday afternoon:— "I should be glad to know whether the new bye-laws re floor surfaces of bake-houses, dairies and laundries are to be enforced in places already licensed or only in the case of applications for new licences."

Laundries already possessing licences are not to be re-licensed every year; it is therefore doubtful whether the bye-law can be enforced unless the floor of the laundry requires relaying or mending.

Bake-houses and dairies are re-licensed every year, and so, I suppose, the renewal can be refused unless the bye-law is complied with. I find that in some cases renewals have been granted, although the bye-law is not strictly complied with. Some bakeries are paved with cement. This has not been reported as a defect when the tiled floor has been in good repair. Will the Board agree that in future no licence shall be granted or renewal for bake-houses and dairies unless the floor is strictly in accordance with the bye-laws and declare Canton tiles to be material not approved for the floor surface?

5209.

Mr. A. Shelton Hooper intimated:—Enforce the bye-laws.

KULANGSU (AMOI) MUNICIPAL COUNCIL.

Minutes of a meeting of the Council, held at the Board Room, on the 26th January, 1900.

Present:—Messrs. W. H. Wallace (chairman), J. S. Fenwick, W. Kruse, Lim Kok Siang, S. Okuyama, W. Wilson, A. H. Wilzer, the Health Officer and the Secretary.

The minutes of the last meeting were read and confirmed.

A letter was read from the Council to Mr. Lim Kok Siang, and the reply concerning a building permit, and the Secretary was instructed that if Mr. Lim Kok Siang failed to apply for a permit within seven days, and submit plans in accordance with bye-law 15, he is to be proceeded against in the ordinary way.

The Superintendent of Police reported the following cases had been dealt with in the Mixed Court since the last meeting, the Court being closed under the seal from 18th January to 9th February. Summary:—Assault: Cruelty to a child, 1. Debt, 1. Summary Arrests: Being abroad after midnight without a light, 1.

(Signed) W. H. WALLACE, Chairman.
O. BRINKLEY MITCHELL, Secretary.

THE "TACOMA-MARU."

SUCCESSFUL LAUNCH AT THE KAWASAKI YARD.

The launch of the *Tacoma-maru* at the Kawasaki Yard, Kobe, which on Thursday afternoon (14th instant) had to be postponed owing to the high wind, was accomplished with very satisfactory results on Friday morning at 7.30, in the presence of a considerable number of guests, despite the early hour, reports the *Japan Chronicle* of 7th inst.

Mr. Nakabashi, President of the Osaka Shosen Kaisha, named the new steamer. The sea was very calm and the vessel glided down into the water amidst loud cheers. After the launch, Mr. Matsumoto, President of the Kawasaki yard, made a brief speech which was responded to by Mr. Nakabashi.

The *Tacoma-maru* is one of three sister-ships now being built at the yard for the Osaka Shosen Kaisha, which are to be put on the American line to be shortly operated by the company.

The *Tacoma-maru* is a steel steamer, 410 feet long, 51 feet wide, and 11 feet deep, with a gross tonnage of 6,000, and an 4,500 horse-power. Her contracted speed is 14 knots.

REPORT ON SWATOW.

Recently the Kwantung government appointed a deputy and the Shanghai Magistrate to inspect and report on the commercial aspects of the port of Swatow, and in conformity therewith they have reported that the place has been growing in trade, owing to the light duties and akin in force. They point out that land is insufficient for the population. The south bank, where the British and French Consulate reside, consists of steep hills with but little flat ground, and cannot be extended for settlement. On the east bank stand the Sui-fu, which occupy a most important position. The Customs, the consulates and the China Merchants' Co. are on the north bank to the east. The Ma Yu Shan is at the entrance by which ships enter port. It is a dangerous position to assault, but its value is lessened by the absence of forts. The writers of the report add that the accretive forebank may be reclaimed for extension of the place, but the scheme would entail enormous expense, which is in the way of its immediate accomplishment. — *N. C. D. News*.

ALEXANDRA CINEMA-TOGRAPH.

The Alexandra Cinema-Topograph at No. 2, Zet-lund Street continues to provide excellent entertainment for the theatre-going public. A number of new films seen for the first time in the Colony are nightly thrown on the screen and these are undoubtedly superior to those seen elsewhere. The management is careful to see that the pictures are up to the usual standard of excellence. Last night, another change of programme was given, when only a moderately large audience was present, which is to be regretted, as the various instructive as well as comic films offered for the delectation of the public deserve more patronage. Among the pictures shown last night, the "Destruction of St. Mark's Basilica" was very realistic. Of the other films depicted on the canvas, the following comic subjects highly amused the audience:—"Grandfather's Pills," "Misdeeds of a Sack of Coal," "Servant of an Acrobat Family," "India Rubber Shoes" and "I am absorbed in Politics," which were thoroughly appreciated. One should visit Alexandra in order to appreciate good, wholesome amusement.

COMMERCIAL.

SHARE MARKET.

Messrs. Erich Georg & Co. write in their Weekly Share List last Saturday:—

A moderate to fair general business has been done during the week under review, but there are few alterations in values of local stocks to report. The sterling demand rate of exchange continued close at 11s. 9/16d, while rates on Shanghai are at 11s. 7/16d for a Bank T.T. and 11s. 7/16d for a three days' sight Private Bill. Bankers in London in quoted 33 3/4, and Consols 135 1/16. The Bank of England's rate of discount is 3 per cent, while the private market rate of discount is 2 1/2 per cent.

Bank Shares.—Hongkong and Shanghai have been done to a small extent at \$89 1/2, and a few shares could be placed on same terms; Shanghai quotes sellers at \$90, exchange 73, while London is unchanged at £26. Nationalpols are unchanged.

Refineries.—China Sugars have ruled steadily, selling at \$130 and \$127 1/2, and closing with sellers at \$130. Luxons changed hands at \$17, and while more shares might be had at that rate, there are fewer buyers at \$16 1/2.

Shipping Shares.—Hongkong, Canton and Macao Steamboats have ruled very strong, and are in demand at \$84 ex the dividend of \$12 per share paid on 9th instant, while holders demand higher rates. Indo-China sold at \$54 (preferred and deferred combined), and have inquiries now at \$56 per share; the Shanghai rate is up to 11s. 41/16d buyers, and London quotations are \$4 per share for preference and 2 1/2 per share for deferred shares. China and Manilla, as well as Douglas, and Water-burns, are unchanged. Shell Transport have buyers at 49s. 6d, while London quotes 50s.

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placed to a small extent at \$30 1/2, ex the dividend of \$12 per share paid on 9th instant. West Point have sellers at \$44, and Hongkong Hotels are steady at \$25 1/2. Humphreys Estates sold at \$36 and \$35 1/2, ex the dividend of 60 cents per share paid on 8th instant, and are very firm at latter rate. Shanghai Lands sold in the north at 11s. 120; the report for the year 1900 has been issued, and the directors say in name that they have every confidence that the shareholders will consider the statement of accounts as evidence of a very satisfactory state of affairs attained in spite of a long period of commercial depression. The working account for 1900 has a credit balance of 11s. 50/100, compared with 11s. 11/100 for the previous year. The gross rental shows an improvement of 11s. 38/100, but on the other hand taxes and running expenses have been considerably increased and somewhat less has been earned on interest account. The amount at the credit of profit and loss account, after deducting the interim dividend paid in July last, is 11s. 61/100, which the directors recommend for appropriation as follows:—to pay a final dividend of 6 1/2 (making 12 1/2 for the year on the fully paid up shares) 11s. 23/100, to pay a bonus of 11s. 2 per share on 78,000 shares, absorbing 11s. 155/100, to transfer to reserve fund for equalisation of dividends 11s. 130/100 and to carry forward to new account the balance of 11s. 124/100. The report says that all the Company's properties have been kept in the usual substantial state of repair and fully covered by insurance. Repairs have been heavier chiefly owing to very large number of changes in tenancy. Insurance is increased in proportion to the growth of the company's estates, and taxes are increased in consequence of a new assessment of property. There have been a few houses empty for short periods but the loss under this head has been proportionally very small. The balance sheet shows 11s. 530/950 invested in property (against 11s. 506/333.90 as per previous account) amount invested in mortgage 11s. 2,579,412.20 (against 11s. 2,704,297.14 as per last report), sundry debtors 11s. 85,854 (against 11s. 90,966.02 as per last report), 11s. 38,811 each in hand of agents and debenture purchase account at the old figure of 11s. 4,000. On the other hand, the dividend of 11s. 3,000,000 (unchanged), the equalization of dividend fund at the old figure of 11s. 17,000, the reserve fund with 11s. 1,533,747.72 (against 11s. 869,493.51 as per last report), the sum of 11s. 533,551.21 having been added out of the 1900 earnings) debentures with 11s. 2,336,600 (against 11s. 2,172,000 as per last report), the balance of profit and loss account with 11s. 661,404.86, amount owing to the Hongkong and Shanghai Banking Corporation 11s. 385,343.92 (against 11s. 450,838.58 as per last report), undivided dividends 11s. 226.99 (last year 11s. 471.14) and sundry creditors 11s. 4,070.35 (against 11s. 500 last year).

Cotton Mills.—Ewos have jumped to Shanghai to 11s. 50 buyers, while internationally, according to advices by letter, are quoted 11s. 75 sales, Lau Kung Mows 11s. 79 sales and Soychees 11s. 275 sales. Hongkong Cottons are unchanged.

Sundry Manufacturing Companies.—China Light and Power sold and have buyers at \$4. Dairy Farms sold at fair quantities at \$14. Green Island Cement have been done at \$91, but close a shade easier with sellers at \$90. Ropes are steady at \$15.

Other stocks under this heading are unchanged and without reported sales.

Miscellaneous.—Fair numbers of China-Bornos have been done at \$11 1/2. China Providents sold at \$9.50 to \$10 per share ex the dividend of 80 cents per share paid on 8th instant, closing firm. Langkats have dropped in the north to 11s. 830, at which figure there are buyers; the following telegraphic information, dated in instant, has been received from the Sumatra director and manager at Langkat:—"Daily aggregate output of crude petroleum 81,000 gallons; crude petroleum in tanks a date 330,000 gallons, kerosene made since the date of the preceding half-monthly telegram 83,000 cases; kerosene shipped since 100,000 cases; and kerosene in stock at refinery at date 49,000 cases." Watkins have inquiries at \$54. Watsons are for sale at \$91. There is no change to report in other stocks under this heading and no transactions have been made public.

WEEKLY SHARE REPORT.

Reviewing the share business for the week, Messrs. E. S. Kadorie & Co. write this afternoon:—Owing to the Rice, business has been somewhat restricted. Rates generally remain steady.

Banks.—Hongkong & Shanghai Banks have remained steady during the week under review and there are probably buyers at \$89 1/2. There is no alteration in the London quotation which remains firm at £26.

Marine Insurance.—Cantons are firmer and in demand at \$190. North China are obtainable in the North at 11s. 100, while Yangtzes are wanted at \$190. Unions can be sold at \$82 1/2.

Shipping.—Douglases are again in favour at \$34, and Hongkong, Canton and Macao Steamboats at \$28 1/2, but sellers are not forthcoming at these rates. Indo-China preferred and deferred have inquiries at quotations. Shell Transport are wanted at 49 1/2, but none are obtainable at the rate.

Refineries.—China Sugars have again been sold at \$130. Parak Sugars have buyers in the North at the improved rate of 11s. 41/16d.

Mining.—China Engineers have risen to 11s. 17 1/2 closing with Northern inquiries. There are further buyers of Raubs at \$84.

Docks, Wharves and Godowns.—Kowloon Wharfs have changed hands at \$47. Whampoa Docks might be obtained in

We have received calendars from the Santa Fé Railway Company, which are fine exhibitions of the art.

THE *Hupsh Jih Po* in Hankow has resumed publication and Cheng Chiang-hao, the editor, has been released.

FOR meddling with the water service at No. 16, Praya, Kowloon, a Chinaman was fined \$25 last Wednesday.

THE Ministry of War intends to establish a Naval School in Shanghai to train men for the new Imperial Navy.

THE Prince Regent orders 30,000 men, who can read, to be selected from the eight Banner Corps, for the formation of the Imperial Guard Corps.

THE P. and O. Company's steamer *Palma*, which left London on 10th ult., took the following specie for—Singapore, silver, about £61,000; Singapore, gold, about £100.

THE owners of the steamer *Amoy* from Flanders, which was employed in the Chinese coasting trade, have resolved to sell the steamer in consequence of the bad state of affairs.

MESSRS. E. S. Kadoorie & Co. are in receipt of telegraphic advices from Shanghai, informing them that Langkai have declared a first interim dividend of Tls. 12½ for account 1900.

VICEROY Hsu Shih-ch'ang has memorialized the Throne for permission to establish Colonization Offices at Tientsin, Hankow, Newchwang and other places, to receive people who desire to settle in Manchuria.

BREVET Major N. J. G. Cameron, Queen's Own Cameron Highlanders, has been appointed Assistant Military Secretary to General Sir Ian S. M. Hamilton, K.C.B., D.S.O., commanding the Southern Command.

GRAND Secretary Chang Chih-tung intends to ask the Throne to bestow some reward on Chinese officials and merchants who have been successful in mining enterprises, in recognition of their services.

A NAGASAKI message states that the Mitsui Bishi Dockyard there the other day discharged two thousand of its employees. A number of officials at the Mitsui Bishi Dockyard at Tateyama have also been discharged.

M. BAPST, Minister of France at Peking, will, the Paris *Temps* understands, be shortly appointed to succeed M. Soutange-Bodis as Under-Director for Europe to the political and commercial direction of the Ministry of Foreign Affairs.

GRAND Councillor Na Tung has been telling his colleagues that as the people now complain of the officials being held in comparatively too high regard, the way to appease popular objection would be to elevate the status of the officials.

A NUMBER of officers have been posted to the first-class cruiser *Bedford* on her recommissioning for further service with the China Squadron. Twenty-two out of the 23 officers of the *Bedford* are due for relief, having served two years on the station.

MR. W. G. ST. CLAIR, proprietor, *Singapore Free Press*, Straits Settlements, and Mr. Crobie Roles, editor-in-chief, *Times of Ceylon*, Colombo, have been elected to represent their respective cities as delegates to the forthcoming Imperial Press Conference.

AMONG the visitors arrived in the Colony by the Japanese s.s. *Nikko Maru* from Manila is Mr. C. W. Rosenstock, the proprietor of that excellent Directory known as the "Rosenstock's Directory," which is indispensable in every office. Mr. Rosenstock is in the Colony on a pleasure trip.

THE Ministry of War is discussing the question of sending deputies to survey and make hydrographical charts of the northern and southern coasts of the empire of China. The northern section will be from the Kiaogu province to the Gulf of Pechili and the southern from Chekiang to Kwangsi province.

THE Deutsche Bank having announced it was about to establish a branch at Constantinople, the German Palestine Bank, which intended to do the same, has dropped the idea, the field for working being at present considered as not large enough, especially as the German Orient Bank also is to extend its working to the Turkish metropolis.

THE Dutch steamer *Tjibodas* arrived at Singapore from Muntok on 5th inst. with 1,747 coolies passengers bound for China. Many of them were trying to land there when they were stopped by the police. Constables have been stationed on board to prevent their landing, as most of them are decrepit mine coolies.

SINCE the issue a few days ago of the Imperial Edict ordering retrenchment in expenditure and dismissal of superfluous officials, only the governments of Chihli and Shantung provinces have attempted to carry out the order, while the other provincial governments are hesitating in the matter. The Grand Councillor has, therefore, urged them to take immediate action.

H. E. LIAO TUN-YEN, President of the Wai-wai, has telegraphed to the Shanghai Taikui ordering him to make a summary of the minutes of the Opium Commission meetings and report it to the Ministry from time to time. The full details, however, may be reported by the High Commissioner appointed by the Throne after the Commission has finished its mission.

WONG HO and Ling in two coolies, were arraigned in the Police Court, last Monday, charged with theft. It was alleged that the defendants forced an entrance into the Distilling Station and stole property, valued at \$17.50. This charge was not proved, and the accused were brought in guilty of being in possession of the property. They were each given three months' hard labour.

IT is stated that Duke Tse Tsao, President of the Ministry of Finance, in consultation with the Grand Council has arrived at the conclusion that in these days of increased communication, financial connections with the world are of paramount importance, and he therefore suggests that Ta-ching Imperial Bank should be established in the capitals of Great Britain, Germany and Japan, with officials well versed in finances in charge of them. The Grand Council highly approves of the proposition.

WONG TIM, the puller of a private ricksha, was arraigned in the Police Court, this morning, charged with recklessly driving the vehicle and with offering a bribe to a policeman. It was stated in evidence that Wong and another coolie were racing along Queen's Road West yesterday afternoon. A *hulow* failed to dodge them in time, the wheel of the ricksha passing over his foot. When the ricksha was being taken to the station he offered the policeman forty cents for his release. On the first charge accused was found not guilty. He was fined \$1, however, on the second charge.

STEALING one and a half pounds of copper, valued at fifty cents, the property of the Naval Yard, resulted in a coolie, Luk Ho, being sentenced to one month's imprisonment last Thursday.

As the result of the explosion of an oil-tank belonging to the Rising Sun Company near Fook-nan on 5th inst. eight houses were destroyed and six people were killed. Eight others were severely injured.

THE deputy who was sent by the Ministry of Justice to England to purchase an execution machine (gallows), when that Board decided to reform the Chinese instruments of punishment, has returned.

THE hawk—Wong Ping—who was accused of stealing a purse containing \$10.60 from an Indian at the race-course last Wednesday, was, in the Police Court on Thursday, sentenced to six weeks' hard labour.

THE Chinese Engineering and Mining Company, Ltd., announces that the total output of the Company's three Mines for the week ending January 30, amounted to 3,705 tons and the sales during the period to 7,889 85 tons.

THE R.M.S. *Montague*, which left Vancouver on January 16, and was due at Yokohama on February 1, arrived at that port on the 6th inst., five days late. She had encountered heavy storms throughout the whole of her passage.

IT has been decided to divide the control of the Tientsin-Pukou Railway. H.E. Li Hai-huan, Director-General, will be in charge of the southern section, while H.E. Sen Pa-chi, Associate-Director-General, will assume control over the northern section of the line.

A NUMBER of beggars who were found asking alms in the streets last Sunday were "roped in" by the police. On Monday morning, they were ordered to pay a fine of a dollar each, and as they could not comply with the order they were lodged in goal for a couple of days.

A TOKIO despatch of 8th instant says:—The cavalry exercises which have been held on the icebound Lake of Suwa, in Shizima, province are without precedent in Japan. The exercises were highly successful, and the Japanese horse-shots armed with nails proved satisfactory.

THE *Hupsh Jih Po*, a Chinese daily in Hankow, has been sealed up by the Hankow sub-Prefect for drawing and publishing a cartoon, which the authorities allege was libellous to them, and the editor, Cheng Chiang-hao, has been arrested. The journal has addressed a telegram to the public sense of justice.

A LOCAL paper states that in consideration of the valuable services rendered to this Viceroyalty, in regard to foreign affairs, by Dr. J. C. Ferguson, H.E. Viceroy Tuan Fang deems the Tls. 300 salary paid to him monthly by the Taitai insufficient and has, therefore, ordered the latter to increase the amount to Tls. 500.—N. C. D. News.

THE Admiralty have cancelled the order for the armoured cruiser *Warrior* to be recommissioned at Chatham, and have directed her to go to Devonport to transfer the present crew to the cruiser *Andromeda* for passage to China to join the armoured cruiser *Bedford*, and to recommission with a Devonport crew for temporary service in the Fifth Cruiser Squadron.

THE Prince Regent has sent strict instructions to all the Viceroys and Governors, giving orders that in view of the present difficult times, they should not only do their best to carry out constitutional measures, but also attend to administrative measures, defence, anti-Christian troubles, foreign and financial affairs, and adding that any negligence will be severely dealt with.

IT is reported that China will shortly undertake the construction of harbour works at the ice-free port of Lienshanwan under the superintendence of a British Engineer. A branch line connecting the port with the Imperial Railways of North China will also be constructed for a distance of three miles. The activity of the bean market is closing the fact that the pier accommodation and facilities for export at Tairen are inadequate.

As the Government attaches great importance to the opium prohibition, it has issued circular orders to the Viceroys and Governors of the provinces to the effect that, in the event of any of them being able to eradicate poppy plantation and opium-smoking in their province without causing troubles, such Viceroys, Governors and officials engaged in the campaign will be given liberal rewards in order that others may be encouraged in the same direction.

SPEAKING at the general meeting of the Power-Gas Corporation, Mr. Alfred Mond, M.P., said that they had erected the first large gas-power plant in China—at the Hongkong Dockyard. It was a 6,000 h.p. plant, which was working the yard by means of gas engines and electricity, and also supplying heat to the furnaces. In Japan they had erected a 3,000 h.p. plant for a paper mill, and they had also had the honour of receiving an order for a plant for one of the Japanese Armies.

H.E. LIAO TUN-YEN has been attending at the Wai-wai every day and arranging all outstanding matters in accordance to their importance. They will be dealt with in their proper order after the opening of the Seal. His Excellency has also given instructions to all members of the staff to come to work early in the morning and to deal with the diplomatic communications and telegrams as they come. Every day after work His Excellency will discuss international affairs with his staff so as to increase their knowledge.

THE following officers join the cruiser *Bedford* when she recommissions for another spell of service on the China Station—Commander Trembley, Lieutenants A. E. Dixon, D. W. S. Douglas, E. L. Wharton, A. Johnstone, W. C. Lucas, C. A. Douglas, Engineer Lieutenant Fleet Surgeon G. A. S. Bell, Captain C. Mayhew, Royal Marine Light Infantry; Surgeon Reginald, Rev. L. G. Jones, chaplain; Engineer sub-Lieutenant A. E. Lane, and Gunner A. Donovan, Signal Boatman J. Bagott, Artillery Engineer Robertson and Driscoll. Sub-Lieutenant Highton has been posted to the cruiser *Kent* and joins from the Naval College where he has been studying.

MR. R. St. George-Moore, Engineer-in-Chief to the Canton-Hankow Railway, writes to *The Times* under date Wuchang, Dec. 14:—Might I make a suggestion to manufacturers through your columns on the question of the distribution of catalogues? The cost of a well-prepared catalogue is very great, so that the distribution is an important matter. In my case, out here I have received numberless valuable catalogues that are no use to me, and on the other hand I have not had one I wished to refer to. My suggestion is that the manufacturers should urge the Government to establish a catalogue reference library at each Consulate, instead of the present system of forwarding catalogues to the Consulate and asking them to distribute them.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS	NO. OF SHARES	VALUE	PAID UP	POSITION AS PER LAST REPORT	AT WORKING ACCOUNT	LAST DIVIDEND	APPROXIMATE PERCENTAGE OF PROFIT AT PRESENT QUOTATION (BASED ON LAST YEAR'S DIV.)	CLOSING QUOTATIONS
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$1,000,000 \$500,000	\$2,005,774	Interim of £2 for first half year @ ex 4/9—\$21.942	5 1/2 %	\$895 buyers London £86
National Bank of China, Limited	90,025	£7	£6	\$1,500,000 \$250,000 \$1,250,000	\$10,823	\$2 (London 3/6) for 1903	...	\$1
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$250,757 \$1,249,243	none	\$14 for 1907	7 1/2 %	\$190 buyers
North China Insurance Company, Limited	10,000	£15	£5	Tls. 150,000 Tls. 300,000 Tls. 150,000	Tls. 160,512	Final of 7/6 making 15/- for 1907	5 1/2 %	Tls. 100 sellers
Union Insurance Society of Canton, Limited	15,000	\$150	\$100	\$1,000,000 \$200,478 \$1,200,478 \$237,640	\$2,506,011	Final of \$15 making \$45 for 1906 and Interim of \$30 for 1907	5 1/2 %	1825 buyers
Anglo-Siam Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$100,032 \$89,968	\$591,763	\$12 and bonus \$3 for 1906	8 1/2 %	\$190 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	70,000	\$100	\$20	\$1,000,000 \$140,097 \$859,903	\$372,432	\$5 and bonus \$2 for 1906	7 1/2 %	\$106 sales
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$1,135,941	\$28,027	\$27 for 1906	8 1/2 %	\$330 buyers
SHIPPING.								
China and Manilla Steamship Company, Limited	30,000	\$25	\$25	\$7,000 \$204,038 \$197,038	\$1,035	\$1 for 1906	...	\$12 sales
Congee Steamship Company, Limited	20,000	\$50	\$50	\$204,038 \$99,067 \$105,000	Nil	\$2 1/2 for year ending 30.4.1908	7 1/2 %	\$34 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$507,198 179,428 12,344 \$240,000	\$20,279	Final of \$14 making \$24 for 1908	8 1/2 %	\$28 1/2 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	\$100,000 £24,000	£13,755	6/- for 1907 on Preference shares only @ ex 1/6 11/16—\$3.154	5 1/2 %	\$38 buyers \$18 buyers
Indo-China Steam Navigation Co., Ltd. (Deferred)	60,000	£5	£5	\$100,000 £24,000	£13,755	Final of Tls. 12 making Tls. 34 for 1908	7 1/2 %	Tls. 47 1/2
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000 \$30,000 \$45,000	Tls. 14,510	Second interim of 1/- for a/c 1908	6 1/2 %	Tls. 78 buyers 49 buyers
Shell Transport and Trading Company, Limited	10,000	\$10	\$10	\$5,000 \$47,221	\$8	\$1.00 for year ending 10.4.1908	4 1/2 %	\$23 1/2
Star Ferry Company, Limited	10,000	\$10	\$5	\$27,221	Nil	Final of Tls. 24 making Tls. 5 for 1907	11 1/2 %	Tls. 45 sales
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 420,479 Tls. 70,000 Tls. 8,000 Tls. 12,000	Tls. 6,866	Final of Tls. 24 making Tls. 5 for 1907	11 1/2 %	Tls. 45 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$24,538 \$16,848	Dr. \$270,871	\$8 for year ending 31.12.06	...	\$130 sales
London Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$135,123	\$3 for 1907	...	\$17
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,773	Tls. 34 for year ending 31.8.06	...	Tls. 105 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£175,000 £12,859	£11,556	Final of 1/6 (coupon No. 11) for year end- ing 29.2.08	7 1/2 %	Tls. 174 buyers
Robt Australian Gold Mining Company, Limited	10,000	£1	£1	£12,859 £4,878	Dr. £2,191	No. 12 of 1/-=48 cents	...	\$8 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Zeewijk (Gdo.) & Co., Limited	18,000	\$25	\$25	\$53,601	\$3,726	\$1.75 for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	\$50,000 \$28,806 \$21,194	\$2,556	Final of \$14 making \$34 for 1907	7 1/2 %	\$47 sales
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	\$24,000 \$26,199 \$2,199	\$28,847	Interim of \$4 for account 1908	8 1/2 %	\$52 sales
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 697,157 Tls. 75,000 Tls. 125,000	Tls. 13,742	Interim of Tls. 24 for 6 months ending 31st October, 1908	6 1/2 %	Tls. 78 buyers
Shanghai and Hongkew Wharf Company, Limited	35,000	Tls. 100	Tls. 100	Tls. 697,157 Tls. 75,000 Tls. 125,000	Tls. 28,626	Interim of Tls. 4 for account 1908	11 1/2 %	Tls. 167 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 35,000	Tls. 6,531	Tls. 6 for 1907	5 1/2 %	Tls. 104 buyers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$30,000	Dr. \$4,400	\$24 for year ending 30.6.07	...	\$163 buyers
Central Stores, Limited	50,123	\$15	\$15	\$1,000 \$64,975 \$38,000	\$9,178	\$1.50 for 1906	...	\$90 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$64,975 \$38,000	\$14,659	Interim of \$3 for account 1908	7 1/2 %	\$50 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$350,000 \$11,772 \$24,861	\$26,475	Final of \$34 making \$7 for 1908	7 1/2 %	\$54 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$21,772 \$24,861	\$5,486	60 cents for 1908	7 1/2 %	\$186 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	\$24,861	\$278	\$34 for 1908	5 1/2 %	\$30
Shanghai Land Investment Company, Limited	75,000	Tls. 50	Tls. 50	Tls. 1,000,000 Tls. 370,000	Tls. 142,404	Final of Tls. 2 and bonus of Tls. 2 making Tls. 8 for 1908	7 1/2 %	Tls. 154 ex d.
West Point Building Company, Limited	12,500	\$50	\$50	none	\$1,968	Final of \$2 making \$4 for 1908	9 1/2 %	144 sales
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 150,000 Tls. 45,939	Tls. 8,820	Tls. 5 for year ended 31.10.1908	5 1/2 %	Tls. 100 buyers
Hongkong Cotton Spinning, Weaving & Dyeing Company, Limited	125,000	\$10	\$10	\$20,000	\$9,553	50 cents for year ending 31.7.08	5 1/2 %	90 buyers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 6 for year ended 30.9.08 (8 X)	...	Tls. 74
Luen-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 6,308	Tls. 8 for 1906	...	Tls. 79 buyers
Toy Cass Cotton Spinning Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 28,257	Tls. 50,663	Tls. 50 for 1906	...	Tls. 75 sales
MISCELLANEOUS.								
China's Asbestos Eastern Agency, Limited	8,000	12/6	12/6	£1,500 \$15,000	£648	1/10 p. shares or 19.7—\$1.037	11 1/2 %	\$9 buyers
China-Borneo Company, Limited	60,000	\$10	\$10	\$25,000	Nil	\$5.20 for 1907	10 1/2 %	\$12 sales and b.
China Light and Power Company, Limited	50,000	\$10	\$10	none	6,138	60 cents for year ended 28.2.06	...	19.2 sa. and b.
China Do. Do. special shares	50,000	\$1	\$1	none	6,138	60 cents for year ended 28.2.06	...	19.2 sa. and b.
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$10,000 \$10,000	\$3,407	80 cents for 1908	7 1/2 %	\$14 buyers
Colony Farm Company, Limited	40,000	\$7 1/2	\$6	\$10,000 \$8,000	\$48	\$1.30 for year ending 31.7.08	5 1/2 %	\$5.70 sa. and b.
Green Island Cement Company, Limited	400,000	\$10	\$10	\$12,000	\$5,078	Interim of 40 cents for account 1908	10 1/2 %	\$12 buyers
H. Price & Company, Limited	12,000	\$10	\$10	\$5,000	\$251	75 cents for 9 months ending 31.12.07	8 1/2 %	\$22 buyers
Hill & Holt, Limited	21,000	\$20	\$20	\$186,000	\$8,957	\$2 for year ending 28.2.08	10 1/2 %	\$22 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$9,321	\$1 and bonus 20 cts. for year ending 29.2.08	8 1/2 %	\$220 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$120,000	\$2,578	Interim of \$4 for account 1908	7 1/2 %	\$25
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	none	\$8,191	Interim of \$1 for account 1908	...	Tls. 775 buyers
Maatschappij tot Mijl- en Landbouw- plooiende in Langkat, Limited	25,000	Ga. 100	Ga. 100	Tls. 147,500 Tls. 27,605	Tls. 17,127	4th Quarterly div. of Tls. 10 and bonus of Tls. 10 making Tls. 20 to date	6 1/2 %	\$14
Peak Tramways Company, Limited	25,000	\$10	\$10	\$5,000	\$7,471	80 cents on fully paid shares and 6 cents on \$1 paid shares for year ending 30.4.08	4 1/2 %	\$8
Philippine Company, Limited	75,000	\$10	\$10	none	Nil	None	...	Tls. 121 sales
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,603	Final of Tls. 4 making Tls. 74 for 1907	6 1/2 %	Tls. 105 sales
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 24,820 Tls. 75,000	Tls. 8,493	Final of Tls. 9 making in all Tls. 14 for 1907	13 1/2 %	Tls. 477 sales
Shanghai Waterworks Company, Limited	15,850	£20	£20	Tls. 190,000	Tls. 58,322	Final of 17/6 making 59/6 for 1907	...	\$24
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$56,622	None	...	\$24 sales
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$236	40 cents for year ending 31.5.08	7 1/2 %	Tls. 94 buyers
Swatow Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295	Tls. 201	Tls. 64 for year ending 30.4.07	5 1/2 %	\$70
Union Waterboat Company, Limited	10,000	\$10	\$10	Tls. 4,000	Tls. 201	Tls. 64 for year ending 30.4.07	5 1/2 %	\$70
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	\$55,000	\$1,360	80 cents on 9,000 ord. shares and \$19.50 on 100 Founders shares for yr. end. 31.5.07	6 1/2 %	\$13 buyers
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$300,000 \$25,000	\$6,428	Interim of \$5 cents a/c 1908	6 1/2 %	\$9 sales
William Powell, Limited	15,000	\$7	\$7	none	\$195	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	...	\$4
* These shares are entitled to half of the profits								
DIVIDENDS PAYABLE:—								
Hongkong & Shanghai Banking Corporation						\$25/-	February 20th	
Hongkong and Whampoa Dock Company						\$4	" 22nd	
Hongkong Ice Company, Limited						\$15	" 27th	
Hongkong Rope Manufacturing Co., Ltd.						\$8	March 4th	
China Fire Insurance Company, Limited						\$8		